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LESLIE'S

ILLUSTRATED

WEEKLY

THE OLDEST AND BEST ILLUSTRATED WEEKLY IN THE UNITED STATES.

Vol. CVIII. No. 2798

New York, April 22, 1909

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Jasper's Hints to Money-makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full subscription rates, namely, five dollars per annum, or \$2.50 for six months, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of Judge Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York.

THIS is a gambler's stock market. It reminds me of that which we had three or four years ago, when, with prices abnormally high, the leaders of the Street were insisting that stocks would go still higher. At that time every rumor of the wildest kind was used to boost the market, and an excited public, greedy to get into the market for a profitable gamble, swallowed the most absurd and preposterous fabrications, circulated in the brokers' offices by those who were pushing the market up publicly, while unloading privately. Whenever the market shows a spurt of strength, we hear talk on every side that we are once more on the eve of a great bull movement, but just as soon as prices decline, the bulls become bearish and the situation changes.

I cannot conceive that it is possible to have a bull movement at this time with prices generally on the highest level that they have been since the panic. There was justification for a bull movement after the panic, because prices were then as abnormally low as they had been abnormally high the year before. An advance in the market must have reasons to justify it. It is usually predicated on the general prosperity of the country, on an assurance of good crops, of a good market for the output of our mines, and a good showing in the iron business—"the barometer of trade." I submit that none of these good signs is now visible. We certainly have no assurance of good crops, for it is too early for that—excepting for winter wheat, and that promises to be below instead of above the average. Trade conditions are improving, but prosperity has not returned. Products of our mines, including iron, copper, and silver, are selling at almost the lowest prices of the decade. The condition of the iron trade is acknowledged on all sides to be deplorable, and on top of this a revision of the tariff, always a depressing factor, is now in progress.

I do not need to refer once more to still another great handicap not only on the progress of affairs in Wall Street, but also on the general prosperity of the country, and that is the public clamor against industrial and railway corporations and against wealth, no matter how it may have been accumulated, as "tainted," and therefore properly subject to confiscation. I may put the matter a little strongly, but on every side we have had evidences of an ugly disposition on the part of the socialistic element to antagonize corporate and private wealth, regardless of the equities of the case. Taxes on inheritance by the States, followed by similar taxes by the Federal government, attempts to drive corporations out of some commonwealths in the belief that they are combinations in restraint of trade, legislation against the railways, and a general disposition of the individual to shunt his burden of taxes on the corporations, all are manifestations of a spirit of unrest which does not harmonize with an era of prosperity.

I admit that a change in public senti-

ment is manifesting itself, and is becoming quite marked in certain parts of the country where reason has resumed its sway; but there are sections in which class legislation is still popular, and the muck-raker and the demagogue are still accepted as the preachers of a new dispensation. I say that we are having a gambler's market because a few powerful and influential speculators are buying and selling from day to day for the profit that there is in their transactions. If they can catch a short interest in a certain stock, or line of stocks, they are quick to take advantage of their opportunity to compel the shorts to settle at advancing figures. Then the market has a recession and a new line of shorts is put out, only to be again assailed and another profit taken.

I do not say that railway conditions are not improving, or that the business outlook is not better than it was a year ago, but an experience of twenty-five years in Wall Street justifies the belief that stocks are advancing more rapidly than circumstances warrant. With continuance of cheap money it is possible that the manipulators may start a general rise, but in my judgment it will not be long-lived. The more rapid the advance, the more severe the recession. The man who cares to gamble in Wall Street in the hope of good crops, returning prosperity, and a satisfactory tariff revision may do so, but he runs a chance of having his hopes disappointed and sustaining severe losses. My advice to my readers, therefore, is to pay for what they buy, or to have their margins so generous that they will not be wiped out by any severe break. If such a break is precipitated, stocks can be safely bought and held for their intrinsic values. Many of them, even on the present advance, are yielding a good return and promise to do better with a restoration of prosperity. Whether it will be felt in full force before the fall months remains to be seen. It is not really due until next year.

A retired army officer recently committed suicide in New York and left a letter to his wife in which he stated, "The time has now arrived when there must come the inevitable smash which always follows living beyond one's means." Three or four years ago, when the stock market was indulging in a prolonged and exciting debauch, when stocks were manipulated far beyond their value, and when hundreds of worthless securities, or little better than worthless, were sold with a freedom that was amazing, I ventured to sound the same warning that is embodied in the note left by the suicide. The individual who lives beyond his means, the stock speculator who gambles beyond his limitations, and the nation that spends more money than it takes in must all some day face the inevitable consequences of their folly.

The temptation to get into a rising stock market is almost irresistible. When one sees stocks advance by leaps and bounds, and is advised by tipsters

(Continued on page 381.)

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No. 2798

Up to the Voters of New York.

WHETHER the party voters of the State shall name party candidates for office now rests with the voters themselves. By an emphatic vote, which demonstrated in a striking manner their absolute control over a Legislature composed of members whose nomination in most cases they had dictated, the bosses have brought about the rejection of the direct nominations bill for the present session. No better illustration of the working of the convention system, under the management of party officials having power to perpetuate themselves in office, could have been given.

The Hinman-Green direct nominations bill, drawn with scrupulous regard for legitimate party interests, had been before the assembly for fourteen legislative days when the final vote in that body was taken. The Legislature in both branches was organized by the bosses. The leaders in the senate and assembly, ever since the election, had been preparing themselves under orders to meet the direct nominations issue. The committee assignments had been made and the legislative patronage distributed with this in view. No form of persuasion or coercion was neglected to line up the members against the bill. But secure as they were of their ground, the bosses dared not allow time for fair discussion, nor would they permit their legislative representatives to vote squarely on the bill. They directed the assembly committee in charge of the measure to report it adversely at the earliest possible moment, and the vote was taken not on the bill itself, but on the question whether the committee should be sustained in its adverse report. Under the legislative rules a bill reported adversely cannot be considered by the house if the report is sustained.

Hardly had the vote in the New York Legislature, by which the direct nominations bill was smothered, been announced, before the bosses, as though to leave no lingering doubt of their complete mastery of the Legislature, killed by even more devious indirection the bill placing telegraph and telephone companies under the jurisdiction of the Public Service Commissions. The necessary preliminaries to the adoption of direct nominations in New York State have now been disposed of. A reasonable, fair, and practicable plan has been worked out and presented. It has been rejected with derision by the bosses. They have made clear their intention of clinging as long as possible to the power of nomination that they have gained by gradual usurpation extending over many years. Intrenched behind this power, they hope to continue to hold the party voters in servility and subjection.

It is significant that the voters have accepted the defeat of the Hinman-Green bill by the Legislature as a mere incident in the contest. They understand the situation and they expected nothing more. Nor were they surprised when Governor Hughes announced that the fight would continue, for they expected that, too. They know that the matter is one that they must eventually settle for themselves at the polls. The contest has shifted from Albany to the entire State. Steps are being taken for organizing in support of the plan. In the election of the new assembly this fall, candidates pledged to direct nominations will be presented in every assembly district, and the question will receive the consideration that the bosses would not allow the present Legislature to give it. The contest on these lines has already been opened at Auburn, where the friends of Governor Hughes have organized to secure the defeat of an assemblyman who opposed the direct nominations bill.

As to the final result there is no difference of opinion. Friend and foe are agreed that the party voters will insist upon the adoption of the reform. The object of the opposition is to delay it as long as possible, and, when it can no longer be delayed, so to shape the law that the bosses will be able to retain at least some of the unfair privileges which have made the present convention system a mockery of representative government.

Taft for Protection and Prosperity.

THE FEAR of tariff revision, which, it must be conceded, was a factor in the recent business depression, need no longer exist. The explicit declaration of President Taft brings with it the settled assurance that his attitude toward the tariff is and will be that of the beloved and lamented McKinley. In an interview before election Mr. Taft declared for a tariff revision, thorough and genuine, on the following basis: "It will take the difference between the cost of production here and the cost of production abroad in the making of any product, whether of the farm, the factory, or the mine, and it will impose a customs duty equal to that difference in the cost of production. That cost of production is made up of at least of three elements—the cost of material, the cost of labor, and the manufacturers' profit or interest on capital. Taking that difference, you have the measure by which the Republican party has pledged itself to protect

every industry and to give every industry that needs protection the same measure of it."

This is McKinleyism, pure and simple. We congratulate the President that he stands where the great apostle of protection stood when fighting the battle in behalf of the working masses of the United States and of those captains of finance who were willing to build up the great industries which were made possible by a protective tariff. These industries pay the highest record wages that workingmen receive in any part of the world.

It is indeed refreshing to know that we are on the eve of a restoration of McKinley prosperity.

Fair Play for Business Interests.

THE PROSPERITY of this country can never return until business interests are assured of stable conditions. For this reason special interest is felt throughout the country in the outcome of the suit against the Standard Oil Company now on trial at St. Louis. This action is brought to dissolve the corporation. It is brought under the same Sherman anti-trust law that every prominent public man, from Roosevelt down, has admitted to be defective, impracticable, and in some respects immoral. It has been shown that under the Sherman law even a partnership between two men in a business unquestionably legitimate might be construed as in violation of the statute. If, under such a meaningless, inconsistent, and dangerous law, the Standard Company can be dissolved, then every other corporation, great or small, that has been made up by combining competitive interests, can be dissolved. The effect upon the business of the country of such a conclusion would be most demoralizing.

Every one concedes that throughout the world the tendency is toward combination of a wholesome, proper kind, rather than toward competition which is destructive both of capital and labor. President Roosevelt, during the recent panic, consented to the absorption by the Steel Corporation of one of its strongest competitors in the South, the Tennessee Coal and Iron Company, and he is on record repeatedly as in favor of permitting the railroads, under proper supervision, to combine to pool their earnings. If the Federal court at St. Louis in the Standard case interprets the Sherman law to mean that all combinations of labor or capital must be outlawed, it will result in a complete upsetting of the present mode of conducting business. As the New York Times expresses it, it will be "nothing short of a proposition to repeal the common law of business."

It is not surprising that intense interest is manifested in the outcome of the proceedings at St. Louis. For nineteen years the Standard Company has been pursued with charges that it has been engaged in a conspiracy, that it has been favored by the railroads, that it has forced its competitors out of business, and accusations of a similar character. If these were true it is strange that they were not proven long ago. The time has come at last when proof must be presented or the charges dropped. Counsel for the company has not hesitated to declare before the court at St. Louis that the charges are untrue, that there is no proof that the company has ever received discriminatory railway rates, secret or otherwise, over their competitors, nor that a single firm or competitor has been forced out of business because of its competition. The startling allegation is made that all but five of the fifty-one witnesses called by the government to testify to unfair tactics were either competitors or discharged employees of the Standard Co., and that ninety-five per cent. of the government's evidence is incompetent.

We are not defending the Standard Company on any charge that has been proven against it, nor shall we defend it against charges that can be proven; but it is entitled to a fair hearing and a just trial, and to a vindication if the charges cannot be sustained. The clamor against the railroads and corporations has been stimulated to such a degree that it is almost impossible for them to secure a fair hearing. It is only necessary to recall the miserable story of the \$29,000,000 fine against the Standard, which ended finally in the dismissal of the case. If the masses of the American people could be brought to realize that their welfare is dependent on the prosperity of our great railways, of our captains of industry and the corporations which their enterprise and energy have created and fostered, the bitter prejudice against capital, deliberately stirred up by self-seeking demagogues and irresponsible muck-rakers, would disappear, and a sense of impartial justice take its place. There are signs of a change in public sentiment, and they are most wholesome and inspiring.

The Plain Truth.

THE VOICE of the reformer is heard in the land. Dick Croker, the former head of Tammany Hall, expresses publicly his regret at the "growing disposition in this country to force the so-called 'wave of

reform.'" Mr. Croker thinks that every man who can afford it should be allowed to spend his money as he sees fit, and that if he wants to bet at the race tracks, or gamble, or drink, that is his own business. There are other things, we presume, that Mr. Croker thinks the public should be allowed to do, but we are not ready to believe that the city of New York or the country generally is inclined to have the ex-boss of Tammany Hall frame a new ten commandments for the guidance of the people. The reformers seem to be fortunate in the enemies they have made.

THE NEWSPAPERS of this country have every reason to support the bill introduced by Senator Heyburn, of Idaho, providing for a tax on advertising signs. In foreign lands these signs are taxed and afford a considerable public revenue. Senator Heyburn proposes a tax of two cents per superficial square foot on signs advertising products which enter into interstate commerce. The taxes are to be paid to the United States treasury, and to be collected annually. This new source of revenue might well be considered in connection with the effort to revise the tariff and re-impose war taxes of an objectionable character. Throughout the country an effort is being made to suppress the advertising-sign nuisance. It has been tolerated altogether too long. It meets no public want, because the newspapers, magazines, and other publications are the legitimate channels for the use of the advertiser. They contribute to the education of the people and to the prosperity of the nation. If the press will stand solidly behind Senator Heyburn's bill, its passage will be assured, and it will be effective in suppressing what has come to be an intolerable nuisance. The billboard must go!

NOTORIETY-SEEKING demagogues are finding their opportunity in the tariff discussions for the publicity they covet. Every representative from a trust-busting constituency is getting on his feet to proclaim his relentless opposition to granting favors to any trust. These champions of the downtrodden, at an annual salary of \$8,000, are spending all their time in an effort to show that the tariff is being revised for the benefit of corporations. One of these vociferous orators recently asserted that the proposed tariff on sugar would result in a clean gift to what he called the sugar trust of \$67,000,000 per annum—a statement so preposterous that everybody who heard it laughed. Another trust-buster assailed the tariff bill on the ground that it was for the benefit of the Standard Oil Company, because it proposed to put oil on the free list, excepting from countries which imposed a tariff on American oil. This trust-buster said that this would keep out foreign oils. He did not stop to say that if a foreign country thought it right to keep out American oil, it would be fair play for Uncle Sam to put a tariff duty on oil imported from the country that discriminates against the American producer. Independent oil men all over the country are petitioning for the retention in the tariff bill of the clause to which the Texas trust-buster objects. It is most unfortunate that the discussion of so important a matter as the revision of the tariff cannot be entrusted entirely to men who can rise above the low level of the demagogue and the muck-raker.

IF THE muck-rakers want something to do, Mr. E. H. Harriman, the railroad magnate, has pointed out a burning opportunity for them. He suggests that our governments—local, State, and national—more than anything else, need a policy of economy and retrenchment. He is right. If the pruning knife were properly used by Congress, tariff revision, so far as its purpose to provide additional revenue is concerned, would be unnecessary. We have at hand a report on the administration of one of the smaller bureaus of the Federal government—that which looks after its printing business. No one can read this report without amazement mixed with indignation. The cost of public printing and binding has risen from \$300,000 in 1850 and \$3,000,000 in 1890 to \$6,000,000 in 1908—an increase of twentyfold, while our population has increased only fourfold. Much of this work has been done in violation of the law, and so much of it was unnecessary that two years ago more than 9,500 tons were piled up as worthless. These documents would have filled three miles of freight cars. The accumulation of needless documents printed in excess of the demand for them is such that 3,000,000 volumes must be sold to save storage expenses. The commission discloses that the estimates made by the department were small, while the expenditures were always large; that official publications were loaded up with valueless matter, and that the expenditures of the public printer's office have regularly exceeded the charges made for work done, as it was left for him to fix upon the product of the office any charges which might suit his fancy. This is the experience of one department of the Federal government. In the State of New York also the public printing has become an abuse of such magnitude that it deserves an investigation.

Unprecedented Tribute to a Slain Policeman

IMPRESSIVE FUNERAL HONORS TO POLICE LIEUTENANT JOSEPH PETROSINO, OF NEW YORK, MURDERED IN ITALY BY CRIMINALS HE WAS TRACKING.



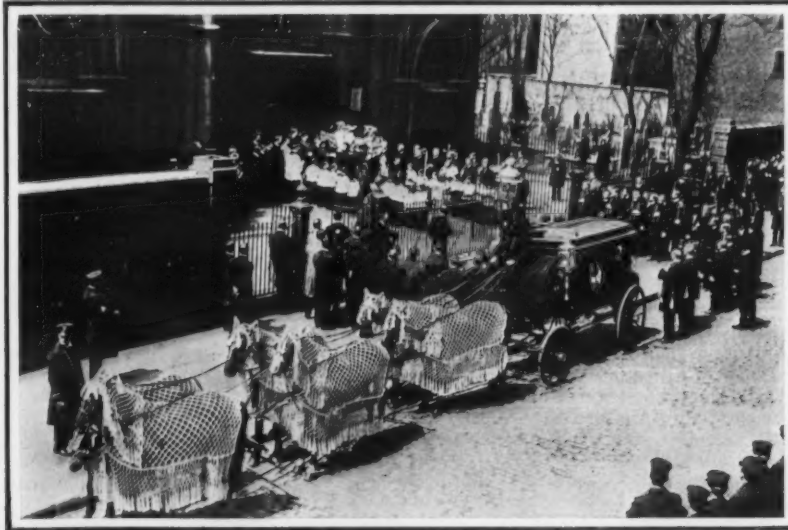
FUNERAL HONORS TO THE BRAVE OFFICER IN THE CITY WHERE HE WAS ASSASSINATED—DENSE CROWD AT PALERMO, SICILY, WATCHING THE REMOVAL OF THE REMAINS TO THE STEAMER.
L'Illustrazione Italiana.



BODY, WITH POLICE SALUTING, LEAVING THE PIER IN NEW YORK OF THE STEAMSHIP FROM ITALY EN ROUTE TO PETROSINO'S FORMER HOME IN THE METROPOLIS.
Paul Schumm.



GREAT CROWD IN MOTT STREET AS THE PETROSINO FUNERAL CORTEGE PASSED ON ITS WAY TO THE PRO-CATHEDRAL.—*H. D. Blauvelt.*



SCENE IN FRONT OF THE PRO-CATHEDRAL AS THE BODY WAS BORNE, AFTER RELIGIOUS SERVICES, OUT TO THE HEARSE.—*H. D. Blauvelt.*

A Notable Funeral.

RARELY has the great metropolis witnessed so impressive a funeral as that of Police Lieutenant Joseph Petrosino, of the New York police force, who was assassinated at Palermo, Sicily, by Italian criminals whom he was tracking. When the body of the brave and efficient officer was brought from Italy, it was carried from the pier to his former home, where 20,000 persons viewed it, and afterward it was taken to the Roman Catholic Pro-



WOMEN WHO WANT THE SUFFRAGE ATTACK THE TARIFF BILL BEFORE IT IS PASSED. MEETING OF THE NEW YORK CITY FEDERATION OF WOMEN'S CLUBS WHICH PROTESTED AGAINST ANY INCREASE OF DUTIES ON ARTICLES OF WOMAN'S WEAR.

Cathedral on Mott Street, where solemn religious services were held in the presence of a large congregation including prominent citizens. Thence it was escorted, amid vast and reverent crowds lining the streets, to the cemetery. Part of the route lay along Fifth Avenue, which was thronged with lookers-on. The procession comprised 1,000 policemen, mounted and on foot, and various military and civic organizations. It was a remarkable tribute to a comparatively obscure public servant.



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People Talked About

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EDWARD H. BUTLER,
The enterprising Buffalo journalist, whose newspaper is the first to install a general wireless telegraph service.—Hull.

Edward H. Butler, the well-known publisher of the Buffalo (N. Y.) *Evening News*, has taken the lead of all other journalists in this country in installing a general wireless-telegraph service for his excellent paper. One of the great New York journals has been obtaining foreign news by wireless, and many messages from outgoing and incoming vessels have been received by the various papers of the metropolis; but Mr. Butler is going much further than this. Starting with the establishment of communication by wireless apparatus with lake vessels, he has planned to get into touch also with New York City and the entire Atlantic coast, and eventually to have Western and Canadian connections. In explaining his purpose, Mr. Butler says, "Hereafter hurricanes may level telegraph poles, and ice storms may load telegraph and telephone wires until they are torn down, but the Buffalo *News* will be able to receive news of the world uninterrupted by wireless telegraph and telephone." It is a remarkable fact that so extensive a utilization of this new means of transmitting news should be first resorted to by a newspaper in one of the lesser cities.

FOR THE half-dozen time Raisuli, the once notorious Moroccan bandit, has professed reform and announces that he will hereafter live an honorable life. There are some evidences that this time he really means what he says, for he has returned to the British government the ransom of \$100,000 paid him for the release of Kaid Sir Harry Maclean, the Sultan of Morocco's chief adviser, whom he abducted several years ago. He also has paid \$50,000 to the present Sultan. He has received an appointment to the governorship of an extensive district. It is probable, therefore, that he will stay good, as his position will give him chances to more than get the money back.

HOW CIRCUMSTANCES sometimes greatly alter cases is signally illustrated in the instance of President Porfirio Diaz, of Mexico. General Diaz is now serving his seventh term in the presidency, and, being in his seventy-ninth year, he has grown weary of power. Some time ago he declared that he would never again be a candidate for office, but recently committees from every state in the republic have urged him to run again for President. Most reluctantly the aged statesman has consented to remain for another term as chief executive—for that he will be re-elected without opposition is almost certain. While rotation in office is ordinarily a good principle to observe in a popular government, President Diaz's public services have been so amazingly beneficial to his country that it would seem wise to continue him in office as long as possible.

NO MAN ever better deserved promotion than did Mr. Henry A. Wise, who was recently appointed



HENRY A. WISE,
The able young Virginian recently appointed as United States attorney at New York.
Fuch Bros.

United States attorney for the southern district of New York by President Taft. For six years Mr. Wise had been an assistant in the office and had made a remarkable record for ability and efficiency. He had charge of and conducted the prosecution of railroads and shippers for violations of railroad-rate laws, recovering a large sum in fines, and also was active in other very important cases, fully proving his fitness for the office which he now holds. Mr. Wise is the grandson of Henry A. Wise, who was Governor of Virginia during the John Brown insurrection; and the son of John Seargent Wise, formerly United States attorney for the eastern district of Virginia and afterward a member of Congress. Mr. Wise, who is only thirty-five years old, was graduated from the Virginia Military Institute in 1894 with high honors, afterward became a clerk in his father's law office in New York, studied law, and was admitted to the bar in 1897. He served in Cuba in the Spanish-American War, attaining the rank of major. After leaving the army he became a partner with his father in the practice of law, and in time was appointed assistant United States attorney. He is a

member of the Union League Club and of other leading organizations, and has been a member of the Republican county committee at New York for ten years.

FIT RECOGNITION, with considerable ceremony, was given lately to the heroism of two very young ladies of New York, Miss Alice L. Edgerly, aged fifteen, and Miss Dorothy Edgerly, aged fourteen, on each of whom was bestowed a congressional gold medal. The feat which they performed entitling them to this notable reward was the rescue from drowning of Miss Jean Dowling, a public-school teacher in the metropolis. Last August, at Orchard Beach, Pelham Bay, the teacher, with other summer campers, went out for a long swim, and, in returning to the beach, became exhausted and sank. The two Misses Edgerly, seeing her plight, hastened to her



TWO YOUTHFUL HEROINES.
Misses Alice L. Edgerly (at right), fifteen years old, and Dorothy Edgerly, aged fourteen, who were given congressional gold medals for saving a woman from drowning.

side, and caught her as she was going down the second time. Swimming with one hand each, they were able with some effort to bring Miss Dowling safely to shore. The young life-savers were prepared to perform this service because they, with their three sisters, have been thoroughly trained in the art of swimming. The presentation of the medals to the Misses Edgerly was made by Congressman Goulden, while a prominent citizen delivered a eulogy of the recipients, and a complimentary letter from the president of the borough of the Bronx was read.

THERE is but one feminine legislator in the United States, and that is Mrs. Alma Lafferty, a member of the lower house of the Legislature of Colorado, where women have equal political rights with men. She is a busy and efficient lawmaker, and is trying to have some excellent measures passed.

THE RADICAL wing of the woman-suffrage army in England has drawn into its ranks women of all classes, including members of the nobility. Among the latter is Lady Constance Georgina Bulwer-Lytton, sister of the Earl of Lytton, and one of the prominent figures in British society. Lady Constance has suffered martyrdom for the cause, as, with twenty-five other suffragettes, she was sentenced to a month's imprisonment for disorderly conduct for an attempt to raid the House of Commons. She and her sister martyrs, on their release, were given a banquet by a large company of ladies and gentlemen. Among Lady Constance's fellow-prisoners and fellow-guests were Miss Solomon, daughter of the late crown minister to Cape Colony, and several other prominent women. There was a dramatic scene at the feast when Lady Constance arose and made a speech. She told a thrilling story of how she had evaded the prison regulations which had prevented her from having paper, pencil, and ink. In order to make notes for the speech she was delivering, she said she had opened a vein and written with her blood on the back of a business letter. This disclosure caused great excitement among the banqueters, who applauded her frantically and fiercely hissed the government.



LADY CONSTANCE LYTTON,
A British noblewoman sentenced to a month's imprisonment for attempting, with other suffragettes, to raid the House of Commons.—Sketch.

THOMAS E. STONE, who has become chief doorkeeper at the White House, succeeding the venerable Major Charles Loeffler, has been connected with the White House for more than eight years. Mr. Stone once held a responsible position with the Pullman Company, and was sent in charge of trains upon which President McKinley traveled. Mr. McKinley made Mr. Stone chief usher at the White House, which position he held until President Taft made him chief doorkeeper. The positions are similar in character, save that one is purely social and the other purely business. The chief usher has charge of the old White House building, which is retained as the President's residence, but no longer used for business purposes. Formerly the President had his offices upstairs in the old building. It was over these offices that Major Loeffler presided as chief doorkeeper. The chief usher was on the ground floor and took charge of arrangements pertaining to reception of guests coming on unofficial business, and especially those who came to see the President's wife. When the White House extension was built and the President's business affairs were transferred to the "executive's offices," Major Loeffler, who had held the position since 1869, went to the executive offices. Mr. Taft has transferred Mr. Stone to the executive offices. Mr. Stone knows all of the prominent people of the country and will readily understand who should or should not be admitted to President Taft's offices.



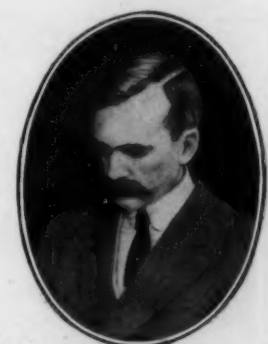
THOMAS E. STONE,
Who has been designated as chief doorkeeper at the White House.—Fuch Bros.

MASSACHUSETTS has long held the record of possessing the greatest proportional surplus of women of any State in the Union. There are said to be no less than 100,000 spinsters and widows in the Bay State who must look out for themselves, and there has been much discussion of schemes for their benefit and relief. Recently prominent business and professional women of Boston have organized for the purpose of getting the State to aid in purchasing small tracts of land, on which lone women can engage in agricultural pursuits. The Women's Massachusetts Homestead Association intends to have its beneficiaries cultivate small plots and raise flowers, herbs, mushrooms, strawberries, vegetables, squabs, chickens, bees, and pigs. Cheap, comfortable homes will be built on these plots, and necessary implements also will be supplied. A wealthy New York woman stands ready to contribute \$300,000 to the project, and a Brookline (Mass.) philanthropist has offered to lend his big farm for experiments along this line.

A BIT of practical benevolence, which hundreds of workers will appreciate, is the restaurant to be opened soon at the Brooklyn Navy Yard, through the earnest efforts of Miss Anne Morgan, daughter of J. Pierpont Morgan. It has long been needed, and it will supply much better and cheaper food to the employees of the yard.

THE RECENT appointment by the President of Mr. Philip M. Brown as minister to Honduras

was a fit reward for excellent service. Mr. Brown comes from Massachusetts, and his rise in the diplomatic corps has been unusually rapid. He was appointed in 1901 as second secretary of the American legation at Constantinople. In 1903 he was transferred to Guatemala, where he used his ability, tact, and judgment with good effect during one of the revolutions in that country. When the diplomatic post at Constantinople became an embassy, Mr. Brown returned to the Turkish capital and took the important place of first secretary. He went through the exciting scenes of the bloodless revolution in Turkey and was Ambassador Leishman's right-hand man. A short time ago he was recalled and was given the appointment of minister to Honduras. The recent commercial activity in Central America and the opening up of the country by American capital make it particularly important that the United States should be ably represented there. Mr. Brown is a young man, quiet, yet firm, of pleasing manners, and he is one who weighs matters well before giving a decision. His friends predict for him a brilliant future in the diplomatic service.



PHILIP M. BROWN,
A bright young diplomat appointed American minister to Honduras.
Mrs. C. R. Miller.

Extraordinary Railroad Enterprise of a Great Capitalist

ONE OF the most remarkable transportation enterprises of the time was inaugurated recently with the opening to traffic of the new Virginian Railway, of which Mr. Henry H. Rogers, the well-known capitalist of New York, is the owner and president. The road is 442 miles long, and extends from Sewall's Point, at tidewater, near Norfolk, Va., to the town of Deepwater, on the Kanawha River, in West Virginia. The construction cost alone was more than \$40,000,000, over half of which was personally met by Mr. Rogers. The only securities issued to the public were \$17,000,000 of six per cent. notes of the Tidewater Construction Company, due in 1913, and \$3,750,000 Equipment Trust five per cent. serial notes. The fact that a single capitalist put up so large a share of the money expended in creating so long and costly an iron highway is a unique event in railroad history, the usual plan being to raise all the funds for such purposes by the sale of stocks and bonds to the public.

The construction of the new road involved some of the finest examples of engineering in this country, and every improvement known to modern railroad building has been installed upon it. Although the section which it opens up is far from being developed, the road is already assured from its own property of an annual haul of 1,160,000 tons of coal, which will before long be increased to 2,500,000 tons, and the managers figure on earning more than fixed charges during the next three years. The railway is virtually an east and west line through southern Virginia from mountain to ocean. Its completion makes accessible 1,000,000 acres of the best coal lands in West Virginia, as well as great beds of iron ore. Vast virgin forests also are located along the line of the road, there being in one county alone over 800,000,000 feet of standing timber. Moreover, the road passes through fine grazing lands, choice wheat, corn, and tobacco lands, and through one of the richest trucking sections of the State. It is expected to be one of the most important factors in the development of the resources of Virginia. An ample equipment of rolling stock has been ordered and the road will soon be



HENRY H. ROGERS,
Builder and president of the newly opened Virginian Railway.

in a position to transact an immense amount of business.

It is said that the Virginian Railway was planned and built by Mr. Rogers because of his inability to procure from the soft-coal-road combination what he considered fair transportation charges from the New River coal fields to tidewater. While the road traverses a region which, when better developed, will furnish it with vast amounts of miscellaneous freight,

its first aim will be to carry to the coast millions of tons of soft coal of excellent quality. For the proper handling of this part of its traffic there has been built at tidewater, near Norfolk, a steel pier, 2,000 feet long, which cost more than \$2,000,000, and is perhaps the greatest structure of its kind in the world, having a capacity of handling 40,000 tons of coal daily. The coal is moved from the mines in flat-bottomed cars, which at Sewall's Point are lifted to what is known as a car dumper, a mechanical device which turns the loaded car completely over, emptying it at once into a conveyor car, which carries the coal to loading pockets on the pier, from which it is sent on board vessels by means of chutes. Thence the fuel will be taken to foreign or domestic markets, where it is already in good demand.

The building of the road promises to be of especial benefit to the city of Norfolk, which paid \$90,000 to aid in securing the right of way. As the railroad managers contemplate spending \$20,000,000 more in improvement of the terminal, the people of Norfolk think that they got a pretty good bargain. The growing importance of Norfolk as a seaport will receive a considerable impetus from this latest railroad enterprise.

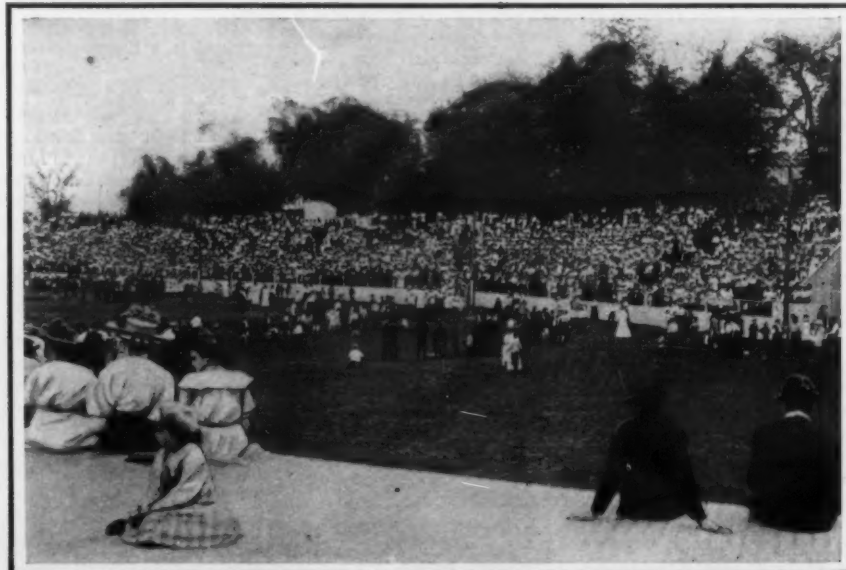
The opening of the road was recently celebrated by a large party of distinguished railway officials and others, who traveled from afar to Norfolk, where a grand banquet was tendered to President Rogers. The feast was served at the Monticello Hotel, and was one of the most superb functions of the sort ever held in the town. Speeches were made by Mr. Rogers, Mark Twain, Judge White, and others, and the greatest enthusiasm prevailed. Besides this token of honor, Mr. Rogers was given a reception and a supper by the Business Men's Association, and an excursion about the harbor. Afterward Mr. Rogers, accompanied by the officers of the road and other prominent men, went on a tour of inspection in a special train all the way to the western end of the road. The fine scenery along the route and the feats

(Continued on page 381.)

A Little Gallery of Timely Pictures



AN UP-TO-DATE WESTERN CITY'S PLAYGROUND FOR CHILDREN.
OUTDOOR GYMNASIUM FOR BOYS AND GIRLS IN LITTLE PARK, CINCINNATI, O., WHERE CHARLIE TAFT, THE PRESIDENT'S SON, WILL SOMETIMES PLAY.—J. R. Schmidt.



A GREAT DAY OF SPORT FOR SCHOOL CHILDREN.
ATHLETIC MEET OF THE PUBLIC SCHOOLS AT CEDAR RAPIDS, IA., ATTENDED BY 4,000 CHILDREN AND ADULTS—THE AFFAIR WAS HELD UNDER THE GENERAL AUSPICES OF THE Y. M. C. A. AND WAS A GREAT SUCCESS.—J. H. Richmond.



A PECULIAR RAILROAD ACCIDENT.
WRECK OF A CAR WHICH RAN WILD DOWN THE 2,100-FOOT ST. CLAIR INCLINE AT PITTSBURGH, PA., WITH TEN PASSENGERS—TWO BOYS WERE KILLED AND EIGHT OTHER PERSONS WERE INJURED.—Paul H. Reilly.



A NEW MUNICIPAL ERA FOR PITTSBURGH.
INAUGURATION OF MAYOR WILLIAM A. MAGEE, WHO WAS RECENTLY ELECTED AS AN EXPONENT OF REFORM SENTIMENT.
Paul H. Reilly.

Greatest Railroad Ever Built by a Single Capitalist

OPENING OF THE NEW VIRGINIAN RAILWAY, 442 MILES LONG, RUNNING FROM NORFOLK, VA., TO DEEPWATER, W. VA.—THE ROAD COST \$40,000,000, THE LARGER PART OF THE MONEY BEING FURNISHED BY ITS FOUNDER AND PRESIDENT, HENRY H. ROGERS.



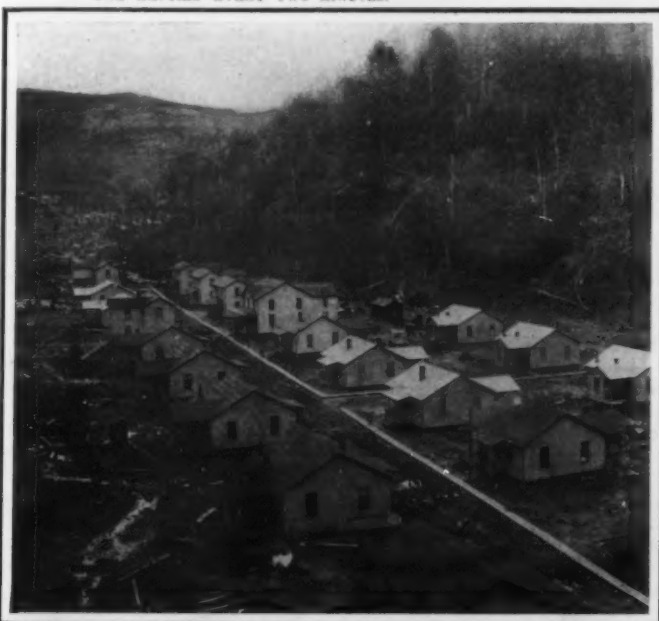
WONDERFUL CAR DUMPER AT SEWALL'S POINT PIER, COAL-LADEN CAR TURNED COMPLETELY OVER, AND ONE EMPTIED EVERY TWO MINUTES.



WHITE OAK FUEL COMPANY'S MINE AT WINGROVE, FROM WHICH IT IS EXPECTED THE NEW RAILWAY WILL SECURE A LARGE FREIGHT TRAFFIC.



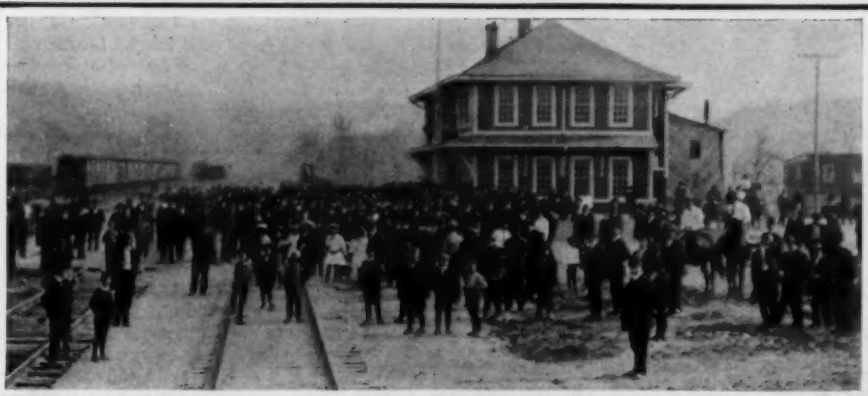
ONE OF THE MANY UNDERGROUND SECTIONS OF THE ROAD—ENTRANCE TO JENNEY'S GAP TUNNEL.



TYPICAL COAL MINING TOWN ALONG THE RAILWAY LINE.



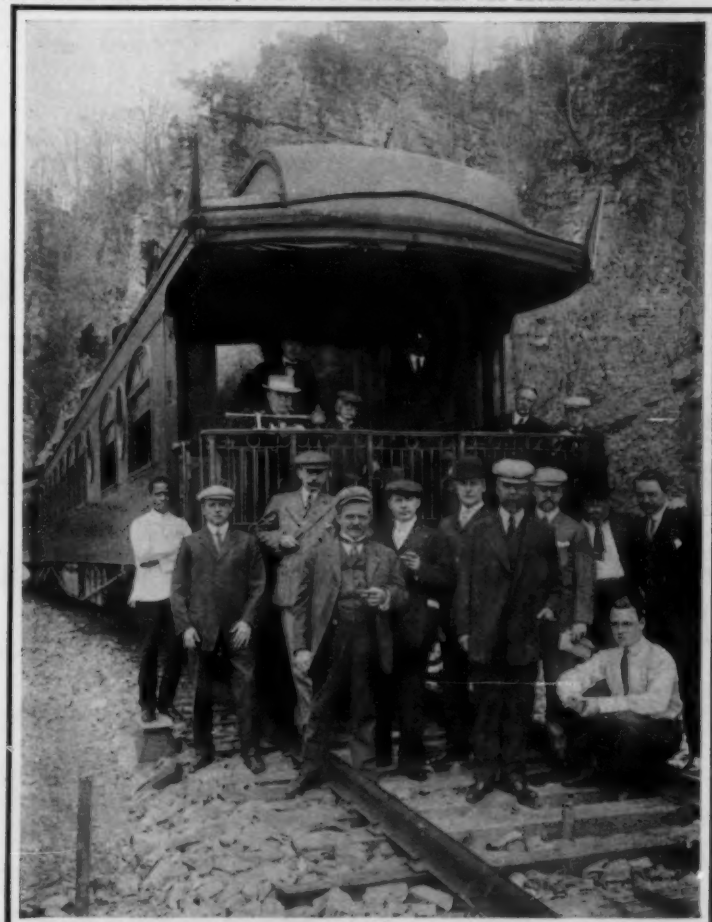
MAMMOTH NEW RIVER BRIDGE BUILT OF STEEL, FORTY FEET HIGHER THAN THE BROOKLYN BRIDGE.



ENTHUSIASTIC CROWD WHICH WELCOMED MR. ROGERS AND HIS PARTY AT PRINCETON, WEST VA.



THE IMMENSE COAL PIER AT SEWALL'S POINT, THE COAST TERMINUS OF THE VIRGINIAN RAILWAY—THIS IS ONE OF THE LARGEST PIERS IN THE WORLD, AND IT WAS BUILT OF STEEL AND CONCRETE AT A COST OF TWO MILLION DOLLARS—NOT LESS THAN FORTY THOUSAND TONS OF COAL PER DAY CAN BE HANDLED ON IT.



PRESIDENT ROGERS AND PARTY ON THEIR INSPECTION TRIP.

Seated on platform, left to right: Raymond DuPuy, vice-president and general manager of the road; President H. H. Rogers; Henning Fernstrom, chief engineer; R. P. C. Sanderson, superintendent of motive power. Standing in doorway: L. R. Taylor, superintendent Deepwater division. On track, left to right: W. R. Coe, E. H. Broughton; H. P. Reigart, assistant general manager; Mr. Kee, counsel for the road; F. Q. Brown, capitalist; Mr. Church, treasurer; W. E. Benjamin, Fergus Reid, Norfolk capitalist. Seated on rail: H. H. Rogers, Jr.

Photographs by H. D. Blauvelt. See article on opposite page.

The Panama Canal an Attraction for Tourists

By Harriet Quimby

ONE FEATURE of the Panama Canal which impresses the visitor more than any other is the fact that its entire length can be covered in a couple of hours of travel by a train going at an ordinary speed. A flyer like the Chicago special would connect the Atlantic and Pacific oceans in less than one hour. Another fact which impresses one more forcibly than the stupendousness of the excavation work being carried on is that, by standing on the top of Balboa Hill, near Gordona, both the Atlantic and Pacific oceans may be seen at the same time. Appreciation of the gigantic size of the channel which has been cut through the mountains at the cost of thousands of human lives and hundreds of millions of dollars, and which is easily the most important public work being carried on in the world to-day, dawns laggingly upon one's consciousness. But, like the reverence with which one looks at the Pyramids on a third visit, with a shamed recollection of their depreciation at first sight, the full significance of what the canal represents finally sweeps over one, and the American heart glows with pride that, after all is said and done, wise and unwise, regarding the canal and its cost, American enterprise is behind the great shovels that are lading out the mountains as easily as a native scoops out the jelly from a green coconut.

At Limon Bay the Hamburg-American pleasure yacht *Oceana* dropped anchor for a day, while its three hundred passengers on a cruise to the West Indies swarmed aboard the special train waiting to take them from Colon, at the Atlantic side, along the route of the canal to Panama, on the slopes of the Pacific. It was with considerable regret that we were obliged to leave Colon without first inspecting its shopping district, for, despite the fact that the place is described by one who knows as "a city lying on a sodden swamp, being composed of one long street, from the back of which numerous streets project at intervals," it became known long before the steamer reached port that things were cheap in the Colon shops because of the free-trade privileges enjoyed by the Isthmians. So alluring did the Chinese bazaars appear to a number of the feminine cruisers that they preferred to remain at the Atlantic end and to dicker for the delightful embroidered cape shawls and the twenty-one-yard pieces of pongee silk for seven dollars, rather than to develop an intellectual bump in cramming statistics about the canal. However, to the credit of the country—for most of the pleasers were Americans—over two hundred enthusiastic sightseers preferred statistics to bargains, and, grasping their cameras and green umbrellas, made for the train which blew its whistle impatiently.

The Panama Canal is forty-nine miles long, and it runs nearly east to west. The highest point of the divide, at Mt. Culebra, was originally three hundred and twelve feet, and a post card showing by a dotted line in the sky where the mountain was before the work of digging began, which was sold on the train by an enterprising colored boy, was the most convincing thing on the isthmus that work was really being accomplished. Beginning on the Atlantic side, the canal has a width of five hundred feet for a distance of three miles to Gatun, where the special stopped and everybody had the opportunity to alight and inspect the work, and, incidentally, to enjoy a scene calculated to bring joy to the heart of an operabouffe manager—that of a portly camera fiend very earnestly focusing on the canal with a Brownie camera. A bit farther on, a doting young bride, who persuaded her docile lord and master to hold an American flag while she photographed him with the Gatun locks as a background, furnished a comedy tableau. Apropos of flags, why do so many Americans find it necessary to flaunt the stars and stripes just as soon as they cross the three-mile water limit from home? It always appears to me like superfluous identification, for Americans of the flag-wearing type would never by any chance be mistaken for natives of any other country.

At Gatun, when the canal is completed in five years or so, if the present prophecies prove correct, a duplicate flight of three locks, of one thousand feet in length, one hundred feet in width, and a lift of twenty-eight and a half feet, will carry vessels up to a lake, eighty-five feet above sea level. This lake is to be formed by holding back the waters of the Chagres River. Along this river at the present time the tourist may see natives



WASHING-DAY ON THE CHAGRES RIVER, NEAR THE PANAMA CANAL.
Copyrighted by I. L. Maduro, Jr.

industriously washing clothes, with never a thought of the future honor to which the waters are to be raised. The work of laying the concrete in the locks at Gatun and on the Pacific slope cannot begin until the completion of certain contracts for the supply of the machinery needed to handle the material. As these contracts will not be finished until next spring, the work at this point is not being pushed as it would otherwise be.

Naturally the first impression the Northerner receives in the South American part of the world is the magnificence of the tropical foliage which covers the isthmus with what might be called a jungle. Many of the trees are gay with orchids clinging to their branches, and the various-colored greens are lightened with occasional flowering plants of scarlet and yellow. The tropical growths in some places are so impenetrable that the natives trying to clear a space beside the railroad track hack away by the hour with their long, swordlike knives without making appreciable progress; and, in watching them from the car window at work under the broiling sun, we could understand in a measure the difficulties which the original surveyors of the road had to encounter when they began their work of breaking ground almost sixty years ago. In constructing this long-since-famous Panama Railroad, over which we were being comfortably carried, the most disheartening labor problems were encountered by the promoters, whose object at that time lay solely in furnishing a safe route to and from the gold fields of California. It is a matter of record that this railroad was completed in five years, and the largest number of laborers engaged at one time did not exceed seven thousand. Men from tropical countries were brought to the isthmus, but within a few weeks were stricken with fever, and the work was suspended until a new supply of labor could be procured. Even the negro workers from Jamaica failed to stand the severity of the climate. As a last resort, one thousand Chinese coolies were imported, but, within two months of their arrival on the isthmus, a wave of uncontrollable melancholy swept over them, and suicide and disease carried them off, until only a few hundred were left. Eloquent of those early days filled with tragedies are the numerous crosses and little plots of ground fenced in with pickets that dot the roadside between Colon and Panama.

Considering the conditions which have existed in the canal zone, and against which both the French and Americans battled single-handed with disheartening losses, the American government's successful

crusade against fever cannot be over-appreciated. All along the route of the canal and around the settlements, workers are seen collecting and burning refuse, and, where water has collected from any sudden downpour of rain, men are sent to sprinkle oil over the surface. The camp and colonies are all under surveillance so ceaseless that never a piece of refuse is left to decay. The quarters for the men present a barracks-like appearance, and they are said to represent the perfection of tropical sanitary architecture. Homes, hospitals, and even hotels are built with wide verandas extending all around, and these verandas are screened in. With the persistent work of the government white wings, the typhoid- and malaria-breeding mosquitoes have been practically exterminated, and the once miasmatic tropics are now considered entirely healthful. In the light of this fact, the labor problem formerly experienced in the excavation work is no longer one to be reckoned with. Men of their own volition go to the canal zone, and the increase in the number of applicants for work has resulted in the "No Help Wanted" sign which is so prominently displayed on the doors of the government work-shops along the route.

Of the seven thousand gold-paid government employes stationed on the Isthmus of Panama, two hundred and fifteen are women. These are engaged chiefly as teachers and nurses. Over one thousand men employed on the canal work have taken their families to the isthmus, and at each settlement where there are children schools have been established. Government stores are located at convenient points for canal employes, and cafés and refreshment places are numerous. Prominently displayed at the door of one of the latter was a striking sign, bearing the glad tidings that chop suey and American pies were sold there. The machinery abandoned by the French, and which is strewn along the banks of the canal, is of unusual interest to strangers, and during the excursion across the isthmus many cameras were focused on the huge engines which, to unskilled eyes, appeared perfect except for the rust which covered them. It is said that the good condition in which some of this machinery was left by its former operators is a constant marvel to the present army of canal workers. Only recently several large dredges, which had been abandoned by the French company on the banks of the Chagres River, were floated down and are now being utilized on the Atlantic division.

Of American machinery, there is scattered at intervals in the depths of the Panama Canal upward of \$39,000,000 worth engaged in the excavating work. At one point where rock has been encountered, as many as half a hundred drills operated by compressed-air system may be seen chugging up and down. Following these are the blasters, and in wake of the blasters are the mammoth steam shovels, which scoop up the debris and load it into cars backed up to receive it. To the sightseer standing on the banks of the canal, the track shifters seem the busiest of all the mechanical devices that are brought to bear upon the work. The steam shovels running on railroad tracks must necessarily have new tracks laid for them at the scene of every blast. Instead of employing a corps of men to lay ties and rails, a huge machine, propelled by steam and equipped with long, derrick-like arms, picks up the track piece by piece and transplants it to the place indicated by the man in charge, and in a short time the steam shovel is seen running over the new road with as much safety as it did over the old. But, with all the mechanical activity, the thing that impresses itself upon the attention of the casual observer is the apparently small number of men seen at work. We are told that there are thousands of them; but where are they? Gangs of from fifty to one hundred were busy at different points along the line, but where the vast army of employes, reaching up into thousands, keeps itself proves an unsolvable mystery to the tourists on the special. It was finally concluded by the man who volunteers information on every subject that many men are employed in the shops, and we take his word for it. Panama itself is a bustling little city, with lotteries, bull fights, and cock fights as chief diversions of its people. The city is Spanish in character, but the Chinese are strongly represented, especially in the shops, which were the immediate rendezvous of the sightseers in our party, afflicted as the majority of sightseers are with the shopping mania.



TOURISTS FROM THE HAMBURG-AMERICAN LINE STEAMSHIP "OCEANA" INSPECTING THE EXCAVATION FOR THE PANAMA CANAL.—Harriet Quimby.

Our Amateur Photo Prize Contest

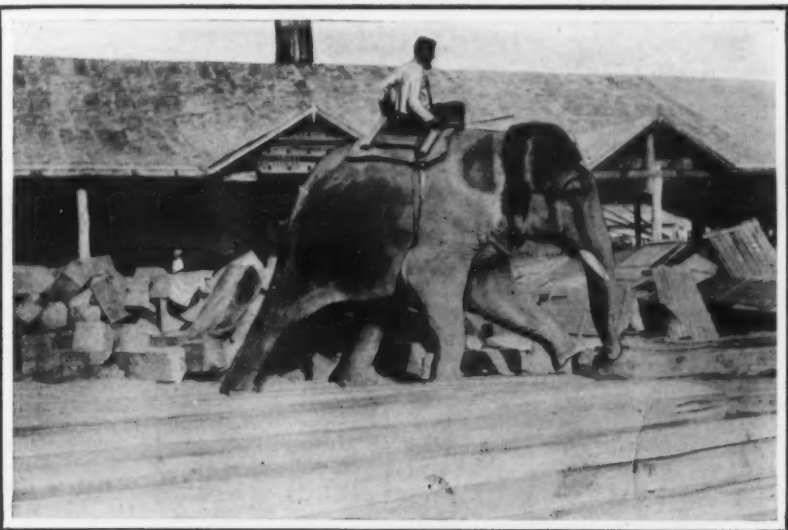
ILLINOIS WINS THE FIRST PRIZE OF \$5, MISSOURI THE SECOND, AND PENNSYLVANIA THE THIRD



A SURE SIGN OF SPRING—STUDYING THE MYSTERY OF THE WILD WAVES.
W. Powell Bradburn, New York.



(FIRST PRIZE, \$5.) TEACHING THE RULES OF ETIQUETTE TO A PROSPECTIVE DEBUTANTE.—A. P. Riser, Illinois.



AN ELEPHANT AS A SAWMILL HAND—BIG BEAST EMPLOYED IN CARRYING LOGS TO AND FRO AT RANGOON, BURMA.—E. S. Aldrich, Hawaii.



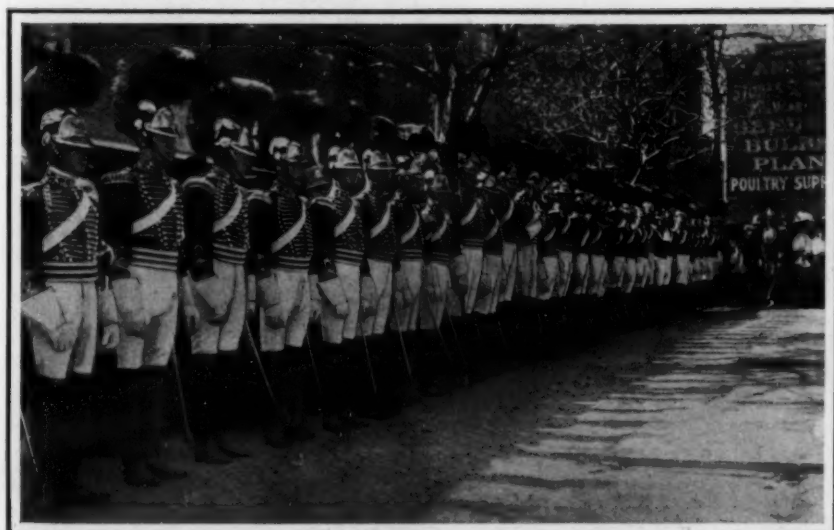
FRIENDS OF UNCLE SAM IN GERMANY—ANNUAL DINNER OF THE GERMAN-AMERICAN CLUB, AT HAMBURG, WHICH PROMOTES AMERICANISM IN GERMANY.—W. Anderson, Germany.



A MASONIC EMBLEM GOING AROUND THE WORLD—HISTORIC TROWEL (IN HANDS OF MAN AT EXTREME LEFT), USED IN A MASONIC CEREMONY, AT SALTON SEA, SOUTHERN CALIFORNIA.—E. J. Louis, California.



(SECOND PRIZE, \$3.) CHAMPIONS OF THE RANGE—PARADE OF PRIZE CATTLE AT THE INTERSTATE LIVE-STOCK AND HORSE SHOW, AT ST. JOSEPH, MO.
A. D. White, Missouri.



(THIRD PRIZE, \$2.) "AN ANCIENT AND HONORABLE COMPANIE"—THE PHILADELPHIA FIRST TROOP, ORGANIZED IN 1776, COMPOSED OF SOCIETY MEN, LINED UP FOR DRILL.—M. Neill, Pennsylvania.



A SUMMER IDYL—WAITING FOR HIS ANSWER.
A. L. Burgess, Connecticut.

Odd Adventure in an Italian Railway Carriage

By Gilbert Ray Hawes



FINE MOUNTAIN SCENERY ALONG AN ITALIAN RAILWAY LINE.



ON THE LAKESIDE—A BEAUTIFUL SPOT IN AN ITALIAN CITY.

A BUSY lawyer has little time for vacation. But as legal matters called me to Genoa, Italy, in July last, I took advantage of the fact to extend my trip to Nice, Monte Carlo, the Italian lakes, Venice, Milan, Florence, Rome, Naples, etc. At Savona we changed cars for Turin. By a series of curves and zigzags and numerous tunnels, we proceeded to cross the mountain ridge. Higher and higher we climbed, surrounded by forests and billows of verdure and rocky precipices, at times following the course of a mountain torrent as it dashed over rocks and twisted and curved on its way to the sea. Again we passed over deep chasms and along gorges, where a derailment would have plunged us to death, one thousand feet below.

It is only recently that the Italian State Railway has adopted the modern style of railway carriage, with vestibule down the side, upon which the various compartments open. The old-style car consisted of several compartments, each occupying the entire width of the carriage, just like a box shut in on all sides; and, after the guard had locked the door, anything might happen before reaching the next station, as the passenger was practically a prisoner in a padded cell, whence there was no escape and from which no cry of help could reach those outside, who were powerless to render any assistance. So many horrible crimes have been committed in these compartments that this old-style of car is being replaced as new cars are built. But some are still in use, and it was just my luck to get into one of these accidentally. It is said that "only Americans and fools ride first-class in Europe," and ordinarily I travel second-class on the European railways, especially as first-class in Italy means only slightly thicker cushions to the seats and the addition of an unclean tidy upon which to lay one's weary head.

Well, at Savona there was a big crowd of travelers, so that all second-class compartments were complet, and the *cape stazione*, or station master, recognizing from my air of distinction and hauteur that I must be some celebrity, opened the door of a first-class compartment and with an obsequious bow waved me inside. It was not until he had locked the door and I was alone that the stories of robbery and murder on the trains came to my mind, and I remembered that the victims usually were supposed to be wealthy individuals, with plenty of money on their persons, who were traveling alone and first-class. Of course I could not hope to persuade any would-be robber that I was not as prosperous as I looked, and that



A TYPICAL ITALIAN RAILWAY TRAIN.

Photographs by Gilbert R. Hawes.

my purse was not as plethoric as my person; but as mile after mile passed with no untoward incident, I dismissed my fears as groundless, not imagining what was yet to come. Finally we reached the top of the mountain and stopped at a little place in the midst of woods and rocks, which I imagined might easily conceal banditti.

While thus musing, the door of my apartment was flung open and a Mephistophelean countenance appeared at the opening—sallow face, pointed beard, fierce mustachios, and penetrating black eyes, which seemed to have a strange, hypnotic power, à la Sven-gali. Before I could utter a word of protest, the passenger had entered, the door was slammed and locked, and the train was off. My *compagnon de voyage* looked around and smiled sardonically, as he perceived that I was alone and helpless. I moved somewhat uneasily in my seat, and thus disclosed my bulk, which seemed to enrage the newcomer, as he muttered an imprecation. He glanced from me to the open window and frowned, because, apparently, he realized that it would be impossible to squeeze my corpse through that narrow space after he had murdered me. I hoped that this fact would dissuade him from his horrible design. But, no; he had evidently provided for every emergency. With a malicious grin, still keeping his gaze riveted on me, he proceeded to divest himself of his coat and to put on a long linen garment, such as surgeons wear when performing a capital operation. He then produced a

murderous-looking knife, and I clearly perceived that he intended to dismember me, so as to dispose of my body more easily, and cast it, piece by piece, from the window.

Meanwhile I watched him with the fascinated gaze of a bird about to be devoured by a serpent. I knew it was useless to call for aid, but I determined to make a fight for my life. Fortunately I had with me several pounds' weight of the copper coins which one is compelled to lug around in that country. These I quietly removed from my pocket and wrapped in my handkerchief, making a formidable weapon. Then I took the American flag in my other hand and calmly awaited his attack. This maneuver of mine must have surprised the robber, as he gazed at me in astonishment. However, he could not be thwarted of his prey or turned from his purpose. Slowly he approached me, knife in hand. As he neared me, he fairly hissed out the words, "Date mi," and I was prepared for the inevitable, "Date mi i denari o la vita" (Your money or your life). Just then, however, and before the sentence could be finished, the engine gave a piercing shriek and the train plunged into a long tunnel, and we were left in absolute darkness.

How long we sat facing each other in the dark I know not, but it seemed an eternity. Suddenly the train shot into the light again, and the stranger leaned forward and with a pleasant smile completed his sentence, "Date mi un fiammifero per piacere" (Give me a match, if you please). With a sigh of relief I gladly supplied the match, and my quondam robber then proceeded to cut off the end of his cigar with that murderous-looking knife, which I now recognized as an ordinary pocket knife, and found his long linen coat to be merely a traveler's duster. This produced confidence all around, and we chatted gayly in French. He told me he was a physician, and was greatly amused when I confided to him my suspicions. We parted the best of friends, and here endeth the story of my adventure in a first-class railway carriage. "Never again" for me!

The Most Popular Weekly Paper.

(From the Fargo (N. Dak.) Forum.)

LESLIE'S WEEKLY continues to be the popular illustrated weekly publication of the country. Its general excellence in news matter and comment makes it one of the most eagerly sought of the Eastern papers.



REMARKABLE SNAPSHOT OF A DYNAMITE EXPLOSION.

BLOWING UP THE ARCH OF THE OLD PARK SQUARE (BOSTON AND PROVIDENCE) TRAIN SHED AT BOSTON, WITH FORTY STICKS OF DYNAMITE—THE BUILDING, OPENED IN 1875, COST \$800,000, AND WAS A NOTED LANDMARK—OVER 8,000 PERSONS VIEWED THE BLOWING UP, WHICH THREW DOWN 300 TONS OF BRICK AND CAUSED A ROAR HEARD ALL OVER THE CITY.—Jessie Brown.



ONE OF THE MOST FAMOUS CAPITOLS IN THE UNION.

THE HISTORIC STATE HOUSE AT BOSTON IN WHICH THE LEGISLATURE OF MASSACHUSETTS HOLDS ITS SESSIONS, AND WHERE MANY A SCENE MEMORABLE IN LEGISLATIVE ANNALS HAS OCCURRED—THE EDIFICE INTERESTS EVERY VISITOR TO THE CITY AND THOUSANDS OF SIGHTSEERS GAZE UPON IT YEARLY.

Copyright, 1909, by the Boston Photo News Co.

Brewing Storms

By Robert C. McElravy

NATHAN SMITH went out to the sod house and took down his rifle. He brushed away the dust which had settled upon it with his coat sleeve, and rubbed the barrel till it brightened considerably. There was no look of cheer upon his face; there was a tired stoop to his shoulders, and his eyes were bloodshot, not from drink, but other causes.

He threw the gun into the crook of his left arm and walked with a sort of shambling gait past the house and down toward the irrigating ditch. His wife, who had been stooping over the hot stove, came to the door, thinking even the fierce heat of the summer sun might be less burning.

"Where you going, Nathan?" she asked, with dull interest.

"Going down here by the gate to look for a jack-rabbit," was the response.

"Let me go with you, dad," eagerly suggested little Jake Smith, a boy of eight years, who was sitting in the dry, ungrateful shade of the house. He had tired of picking at the blisters on the weather boarding with his pocket knife and was ready for a new diversion.

"No, son; I can't take you this time," said the father, pushing the boy aside with a feeling that was not irritation, but a part of the slow anger that possessed him. As Nathan Smith went down the dusty path-way leading across the baking acres of his ranch, there was hate in his heart. He was not looking for a jack-rabbit, as he had stated; but it was his intention to shoot and kill his best friend, Henry Worrall, whose place adjoined his own.

When Nathan Smith sold his farm in Iowa eight years before and moved out into the newer agricultural districts that lie close up to the foothills of the Rocky Mountains, he undertook an experiment that created no small comment on the part of people who knew him best. To venture into a wild country where there had been nothing since the dawn of time but sagebrush and cactus, with the expectation of doing profitable farming, was considered rash, in spite of constant assurances that irrigation was working wonders in the new West and scientific methods were wresting fortunes from what had been considered barren soil.

Nathan's letters home, written to the local paper, were read with interest and not a little surprise. He had been fortunate in obtaining land along what was known as the High Line ditch, a successful irrigation enterprise, and, while the work was hard, he found the soil fertile and responsive where water was applied.

For several years the good reports continued and there was a stir of interest on the part of farmers living at Nathan's former home. Henry Worrall wrote Nathan a letter, asking advice as to whether he should seek land in the vicinity where Nathan had located.

In his reply to Worrall, Nathan gave a true statement of the situation. There was some land immediately beyond his place, but the water rights had been pre-empted up to a certain flow. When water was plentiful there would be a good supply for the land. When water was scarce there was some question as to whether he would obtain as much as was needed. "You would have to take your chances of a water shortage," wrote Nathan, "the same as we all do here, only it would affect you sooner than some who located earlier and have prior water rights."

Worrall moved out with his family and located on the land. The lure of the West had gotten into his veins and he made small resistance after Nathan's letter. The Smiths met them at the station and drove with them, rejoicing, to their new home.

For three years things went smoothly. Worrall's success with his crops soon paid for his land and netted him a handsome profit. He began raising cattle and stocked his farm with blooded animals. Smith also continued prospering, and they were content.

Then the drought came. Much of their water supply depended on melting snow in the mountains, although the High Line ditch company had constructed several storage reservoirs for catching flood waters in the spring.

But this year the combination of circumstances was unusual. The snow on the eastern side of the divide had been light. Hopes of a wet spring were entertained, but the days passed without a sign of moisture. In May the fields were so dry that it was almost impossible to plow. The soil was crusted above and powdery below, with no saving dampness in it.

The month passed without rain, and June advanced rapidly. By sheer determination and hard work the crops were put in. One day a light precipitation occurred, sufficient to give the grain a start. Then at odd intervals there would be a little shower, but not the drenching rain that was needed to saturate the soil and fill the reservoirs.

Between the slight rains and the ditch supply Nathan got his crops to growing fairly well. Worrall was also making out with his stock.

Then the worst was realized. In due time the water in the ditch became a pitiful stream, scarcely able to trickle through its sandy bottom. The hot days of July beat remorselessly upon the suffering country. What few pools there had been dried up, leaving white alkali bottoms to gleam upon tired eyes. Day after day the anxious neighbors scanned the heavens on every side for signs of rain.

Nathan Smith and Henry Worrall talked the situation over one blazing afternoon.



"NATHAN SMITH LAY QUIETLY BEHIND THE SAGEBRUSH AS WORRALL APPROACHED."

"I need every drop of water the ditch brings me now, and more, too," said Nathan.

Worrall was silent. It was the first time the question of water rights had come up between them. Heretofore they had shared equally what the ditch brought them.

"I s'pose by rights you could close the gate and shut off my water, Nathan," he finally said. The words seemed to burn his throat and his voice cracked like a dry wagon wheel.

Nathan dug his toe into the hot sand. He passed his hand across his eyes and looked with longing toward the distant peaks of the main range. How white and cool they looked! Yet he knew their burden of snow was practically gone.

"Ef we'd only had a leetle more snow in the mountains we might 'a' pulled through," he replied despondently.

No more was said and they parted company.

Days passed, one successive blaze of heat after another. Nathan looked out upon his sick, withering crops and yearned for an Iowa shower. In the churches the people prayed for rain, but it came not.

"By law I'm entitled to all the water now," said Nathan to himself. "Ef I hadn't known Henry so long, it would be easy enough. But by law it's mine, anyway."

He carried this notion about with him. Each scorching day he repeated it in his mind, trying to reason out some solution to the problem. But the heat hurt his head and there seemed no reason in anything.

The next day he rose from the back stoop and said to his wife, "What's mine's mine. The law says so."

That night he closed the gate in the irrigation ditch.

Henry Worrall came over next day. The tears in his eyes were the first moisture either man had seen for days, outside of the straggling stream in the ditch.

"My cattle's dying for water," said Worrall, looking Nathan square in the face. "Three of them dropped in their tracks this morning."

"My crops is dying, too," said Nathan doggedly.

"The law says—"

"The law be hanged!" said Worrall, turning about and moving toward his home.

Next morning the gate was open and the tiny stream was again fighting its way into Worrall's land.

Nathan was surprised in a dumb way. He thought it over in the shade of his house. He was afraid of the sun; if it touched his head he didn't know what might happen. Yet the result was the same after he had mumbled to himself for several hours about "legal rights" and "old friendship." He finally brought himself to a single point of view, which seemed to him nearer right than any other.

Then he went to the sod house and got his rifle.

He walked deliberately down the pathway and

closed the gate. Then he lay down behind a clump of high sagebrush some rods away and waited in its scanty shade.

Hours rolled by—hot, sullen hours, with the fiery sun blazing down upon the white peaks. He hated those peaks, each one a lying promise unfulfilled. He hated everything, himself included. But he was right, he knew he was right, for the law was with him.

Toward evening Henry Worrall left his barn and started toward the irrigation ditch. He looked into its dry bottom with dull incomprehension for twenty minutes. Then he looked over toward Nathan's place and shook a clenched fist into the burnished sky. When he had done this he went back to the barn, got out his shotgun, and started for the gate.

At the home of Nathan Smith the wife and boy wondered what had become of the father. Toward six o'clock, however, Mrs. Smith did see something which arrested her attention. Over across the foothills, steal-

ing down from the glistening peaks above was a fringe of heavy black borne by some heaven-sent wind not yet felt in the plains below.

She watched this in silence for a time. The black fringe grew and grew, till it became an enveloping mantle that drooped down over the intermediate green of the foothills and rolled over toward the parched plains. She caught up the boy with a choking throat.

"Oh, boy, boy!" she cried, in a dry, hysterical voice. "Go tell your father! It's going to rain!"

The boy started down the path toward the ditch.

Nathan Smith lay quietly behind the

sagebrush as Worrall approached. The barrel of his gun was pointed out through the brush, carefully sheltered so Worrall could not see its gleam.

Worrall came slowly, very slowly, picking his way like a man treading with bare feet through hot coals. His eyes were on the ditch. They seemed glued to its dry, caked bottom as he made his way deliberately toward the gate.

The man behind the sagebrush gripped his gun tightly. He would wait till the invader was close, so there would be no mistake about it. Yet it was getting so dark that he must use haste if the deed was to be accomplished. He had no thought of the hour, only of the work he had set out to do.

As the man lay crouched, there was a little splash upon the back of his hand. Another struck his hat, and one even glistened on the barrel of his gun. But his head was hot and there was a fever in him that burned so he was unconscious of all else. So with the man advancing toward the irrigation ditch. There was splashing about him, too, but he paid no heed to it.

Straight up to the gate he walked and paused a moment to mop his brow. Then he laid down his gun and bent over to open the gate.

As he did this, Nathan Smith raised his gun, pointing it out over the bushes. The splashing was regular now, but he was unconscious of it. He felt some inconvenience from the darkness, but awkwardly cocked his gun and crooked his finger about the trigger.

A voice roused him suddenly as he was closing his eyes to shoot.

"You can't shoot rabbits when it's raining, daddy!" said the voice.

He looked up quickly, recognizing his son in a vague way. His finger still bent to the trigger, but his hand was unsteady and the aim was difficult.

"Ain't you glad it's raining, daddy?" came the voice again.

Nathan Smith rolled over on his side. "Raining?" he said dully. Then he felt the dropping on his cheeks and put his hand upon his face in unbelief.

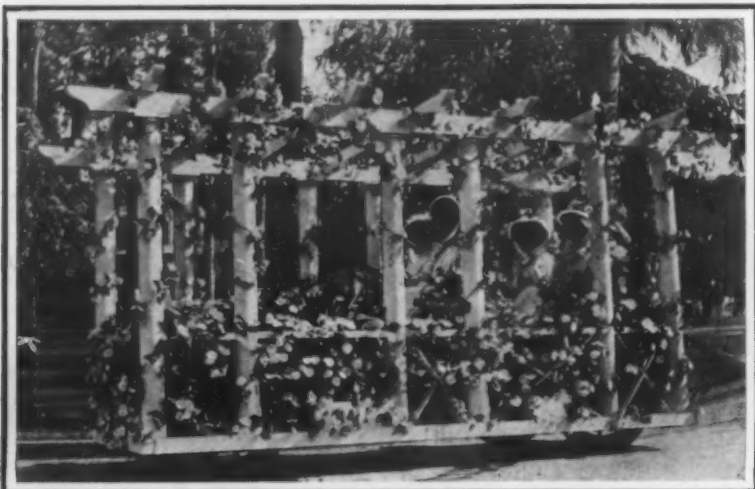
After half a minute he tore off his hat and lay back upon the ground, his face upturned to the heavens. He lay quite still for a time, and the boy looked wonderingly upon him and the abandoned gun. Then Nathan caught up the gun in one hand and the boy in his other, and went down to the gate.

Henry Worrall was there, with his head bared to the increasing deluge.

Nathan kicked the gate to pieces with his heavy boot. Then the men looked into each other's eyes and said not a word. But there was something in their hand-clasp that had not been there when Worrall had come out from Iowa, and one might shake hands across a continent without encountering it.

In the ditch the water was already gurgling.

Honolulu's Floral Parade in Honor of Washington's Birthday



THE FLOAT THAT WON FIRST PRIZE—AN AUTOMOBILE DECORATED TO REPRESENT A FLOWER ARBOR.



THE GRACEFUL PAU RIDERS—ONE HUNDRED HAWAIIAN WOMEN RIDING HORSEBACK ASTRIDE, IN LONG FLOWING ROBES.



A CHARMINGLY DECORATED MACHINE, WITH A BEVY OF BEAUTIFUL AMERICAN GIRLS.



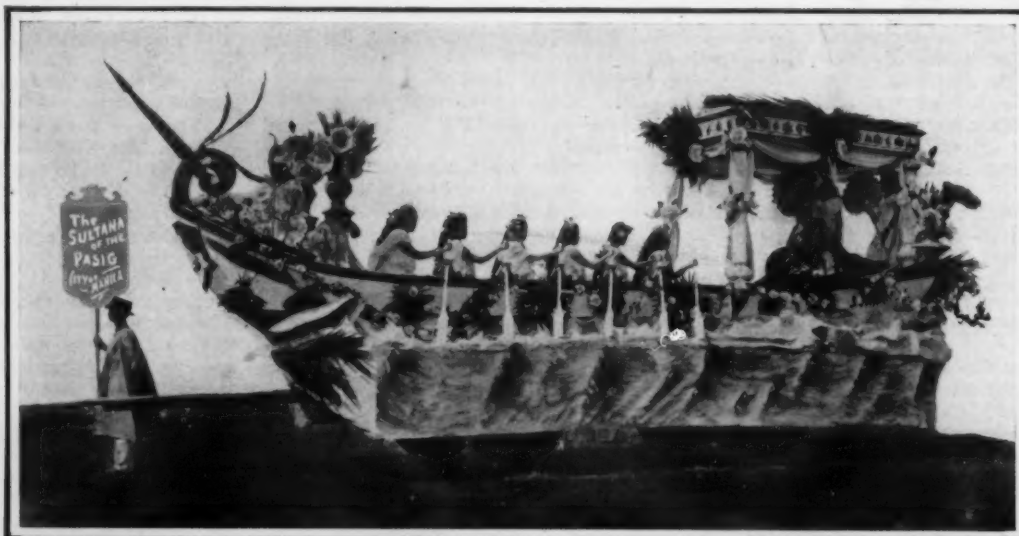
A SHIP ASHORE—THE UNITED STATES MARINES' EXHIBIT.

Photographs by J. M. McChesney.

Peculiar Features of Native Life in the Far-off Philippine Islands



NATIVE WORKER EMPLOYED ON A BENGUET FARM NEAR A PHILIPPINE SUMMER RESORT.



A BEAUTIFUL FLOAT MANNED BY FILIPINO WOMEN IN THE MANILA CARNIVAL.



A FILIPINO BELLE WEARING A COMBINATION OF NATIVE AND AMERICAN CLOTHES. Copyright, S. B. & Co.



INTERIOR OF ONE OF THE SURPRISINGLY LARGE CATHOLIC CHURCHES FOUND IN EVEN PHILIPPINE VILLAGES.



WHERE GROWS THE FEATHERY BAMBOO—A BEAUTIFUL STREET SCENE IN AN INTERIOR VILLAGE.

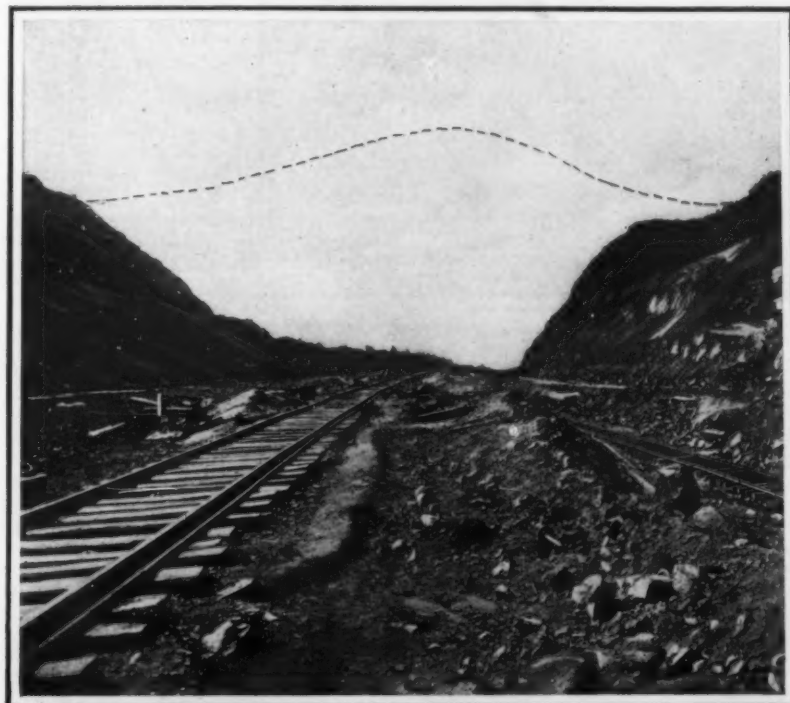
Latest Views of the Busy Scenes along the Panama Canal



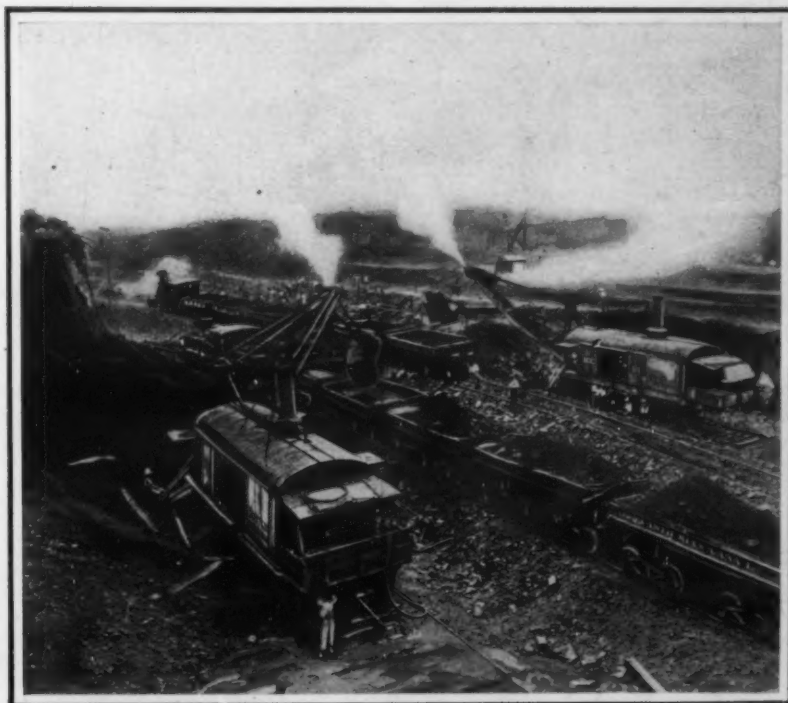
SPANISH AND ITALIAN LABORERS EMPLOYED ON THE RAILROAD AT PEDRO MIGUEL.



VIEW OF THE PACIFIC ENTRANCE TO THE GREAT WATERWAY—THE WHARF AT LA BOCA.



THE FAMOUS AND TREMENDOUS CULEBRA CUT—THE DOTTED LINE SHOWS THE LEVEL BEFORE EXCAVATION WAS BEGUN.



THE SPILLWAY AT GATUN WHERE THE IMMENSE DAM IS TO BE—POWERFUL STEAM SHOVELS AND EXCAVATORS AT WORK.



HOW THE NATIVES AMUSE THEMSELVES—THE COCK FIGHT, PANAMA'S MOST POPULAR SPORT.



THE ATLANTIC ENTRANCE TO THE CANAL—THE HARBOR AT CRISTOBAL.

Gossip and Pictures from the World of Sport

THE SYMPATHY of the entire sporting world is extended to Frank J. Farrell, owner of the New York club of the American League, and one of the gamest men who ever spent his time and money to promote the great national game. During the first few years of Mr. Farrell's proprietorship of the Highlanders he had a run of good luck, but for the past two seasons one catastrophe after another has fallen upon his shoulders. First his club, once a mighty contender for pennant honors, was rent by internal strife and fell back in the baseball race. Last year the team was little better than a joke.

The men simply would not play good ball. But there was no whimper from Mr. Farrell. He had started out to give New York a club that would be a credit both to the American League and the city it represented. He had spent a lot of money to further his plan and intended to keep on spending until he succeeded. Always with a pennant winner in view, he gathered up the pieces of his club at the close of last season and turned them over to his new manager, Stallings, with instructions to make the team a world beater if possible. Manager Stallings, a man of ability and long experience, started his herculean task. He brought Chase back into the fold, instilled a friendly feeling among his men for one another, signed some good youngsters, placed "Kid" Elberfeld where he would be a big help to his team, and was almost ready to open the season with a promising lot of players when the hard-luck man overtook Farrell's boys once more. Chase was taken down with smallpox, and the rest of the regular team had to be vaccinated. Threats of quarantine, imprisonment, and a dozen other things almost drove the players wild. But the season is young yet. A well-known Broadway connoisseur of art once stated truly that there is nothing so true about luck as that it will change. Well, the luck of Farrell and Stallings is certainly due for a metamorphosis and they deserve it. Every fan hopes that the Highlanders will soon be in the limelight of success, and that, in spite of all obstacles, they will finish well up in the first division.

The recent Marathon race in New York City, which was won by the Frenchman, St. Yves, and in which Shrubbs gave out and Longboat quit, has been the cause of much adverse criticism. The daily papers have handled the affair without gloves and most of them have hinted that the affair was a "frame-up," and that Svanberg, the Swede, was denied a chance to compete because he stood a chance of winning out. Here are a few of the many things Robert Edgren, one of the best-known sporting writers in the country, has to say about this Marathon:

To a dozen more "Queries"—Yes, Shrubbs beat Longboat in last week's Marathon. By the way, I'll tell you something, since you bet on Longboat. It's interesting, as it shows how much "on the level" professional running matches are. The Marathon race was on Saturday afternoon. The Tuesday before that Longboat broke training and went off on a jamboree. He didn't train again before the race. The people "inside" knew Longboat was in no shape to run, and that he didn't have a chance to win. Not being in shape he wouldn't try very hard. Did they tell the public, and for the public protection bar Longboat from the competition? Not on your life! Longboat, the favorite, was a drawing card, and worth thousands of dollars at the gate. It was worth money just to have him start. Possibly, too, it was a handy thing to let the bookmakers that swarmed all over the stands and around the track grab all Longboat money offered, since it was a sure thing. Longboat has framed up tricks like this before. He let a third-rater named Smallwood beat him in Philadelphia before he ran against Dorando at the Garden, and all sorts of stories about the Indian's lack of condition were floated before the race. But as

The State College of Washington won the national competition championship for rifle shooting with 22-caliber cartridges among the colleges and universities on their indoor ranges in the contest recently, that institution making the highest score, 949. Columbia University of New York, the winner of the trophy last year, was second with a score of 923, and the University of Wisconsin was third with 918. The highest individual score was made by A. A. Leech, Jr., of Columbia University, who made 49 points standing and 49 points prone, a total of 98 out of a possible 100. The match was shot at fifty feet on a National Rifle Association target having a one-inch bull's-eye.

Frank Chance, manager of the Chicago Cubs, has announced that the National League championship pennant will be raised in Chicago on June 3, and at the same time the \$10,000 which President Murphy promised to the club for winning the world's championship will be divided among the players who were eligible for the world's series last year.

In view of the hundreds of deplorable accidents which have taken place in the large cities of the country during the last few months by reckless drivers of motor-cars, the committee of management of the American Motor Car Manufacturers' Association has passed a resolution urging all motorists to take an active part in stopping reckless driving, and to furnish any evidence possible toward the conviction of violators of the speed laws.

The manufacturers are against speeding on the public highways, and statistics in the headquarters of the association show that the makers are reducing the horse-power of their products. Statistics also show that there are few motor-car owners who care to drive a car of high speed, and the registrations of the various States demonstrate this fully.

Vice-Chancellor Stevenson, of Jersey City, N. J., in refusing recently to grant an injunction to restrain the ball game there between the New York Nationals and Jersey City Eastern League team, on Sunday, said he would not enforce the blue laws. "This court," said the vice-chancellor, when the lawyers for the complainants argued that ball playing on Sunday is illegal and something that the law frowns on, "does not enforce the blue laws. It merely enforces equity rights. In those cases where the court enjoins the doing of certain things on Sunday, it is not done because the day is Sunday, but because the people are at home on that day, and the annoyance might be greater than on a week day when so many people are not at home."

(Continued on page 378.)



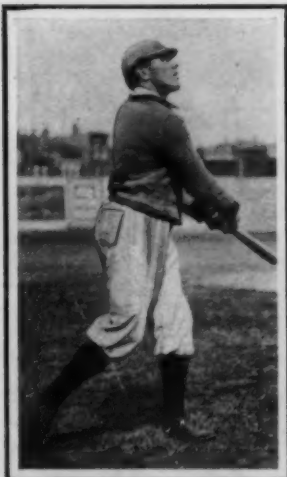
THE AMERICAN LEAGUE SITUATION.

NEW YORK HIGHLANDER—"COME ON, BOYS, LET'S BUTT IN, WE'RE HUNGRY TOO."

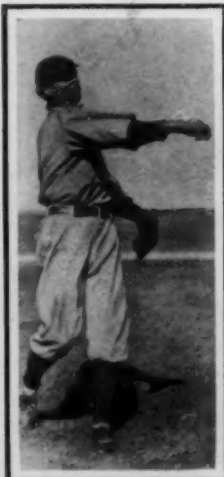
Cartoon by E. A. Goewey.

soon as the race started thousands of dollars of Longboat money appeared all around through the crowd. Many "easy ones" took the hook that night. Longboat could have allowed Dorando and Smallwood to run relays against him, and he would have beaten them both. But the Indian has to be "right." He's an in-and-out.

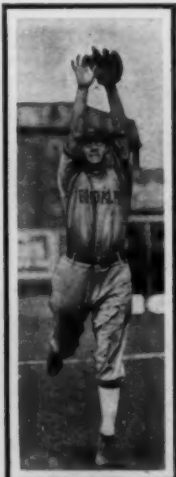
The greatest difficulty to overcome is just this. The sport-patronizing fraternity in New York City is the "easiest" in the world, and, year after year, goes right on paying good money to see dishonest "professional" sport. Baseball here, as elsewhere, is absolutely straight, but about one-half of everything else in the line of professional sport is either openly crooked at the start, or meets with either the censure or suspicion of the daily press as soon as it is over. The day will probably never come when the New York City people won't pay for their sport, no matter how "framed-up," provided the gold paint is sufficiently thick and shiny. But maybe the sport-loving people in the remainder of the State, and of the country at large, will hit upon some kind of legislation or a commission that can govern professional sport on some straight and businesslike basis. A general commission with branches in every city, and with a blacklist of all the athletes and promoters who are once proven dishonest, might be the proper remedy.



BILL HINCHMAN,
Cleveland Americans.



WILLETS,
Detroit Americans.



JOHN HUMMELL,
Brooklyn Nationals.



TIM JORDAN,
Brooklyn Nationals.



BRANSFIELD,
Philadelphia Nationals.



ORVALL OVERALL,
Chicago Nationals.

OLD BASEBALL FAVORITES WINNING NEW HONORS ON THE DIAMOND.

Photographs by Blauvelt and Schmidt.

The Worst Fire Texas Ever Had.

HAVOC AND DESOLATION AT FORT WORTH, TEX., WHERE SEVENTY BLOCKS WERE BURNED OVER WITH A LOSS OF \$3,000,000, SEVERAL LIVES LOST AND TWO THOUSAND PERSONS MADE HOMELESS.



BROADWAY PRESBYTERIAN CHURCH A HOPELESS RUIN, WITH THE WEST WALL FALLING.



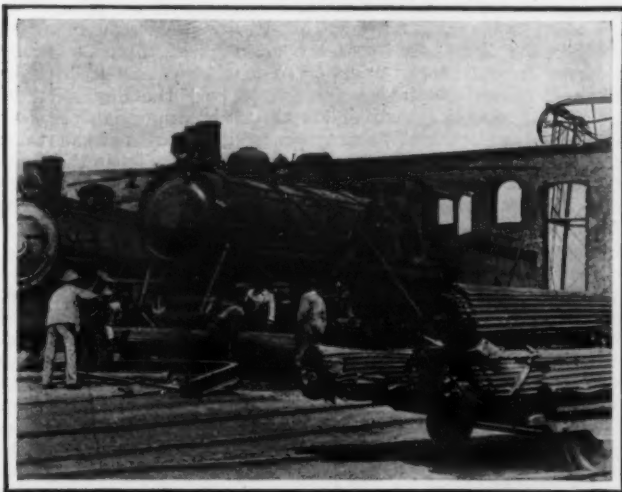
OCCUPANTS OF BURNING HOUSES FLEEING FOR THEIR LIVES TO THE TEXAS AND PACIFIC RAILROAD RESERVATION—ALL THE STRUCTURES SHOWN, WITH THEIR CONTENTS, WERE CONSUMED.



RUINS OF ONE HUNDRED PALATIAL RESIDENCES—LOOKING NORTH FROM PETER SMITH STREET.



HOUSEHOLD GOODS CARRIED TO BROADWAY BY PANIC-STRICKEN REFUGEES—ALL THIS STUFF WAS BURNED TEN MINUTES AFTER THE PHOTOGRAPH WAS TAKEN.



CLEARING AWAY DEBRIS IN THE TEXAS AND PACIFIC ROUNDDHOUSE AND MACHINE SHOPS, WHICH WERE DESTROYED WITH \$500,000 LOSS.



ALL THAT WAS SAVED FROM A HUNDRED HOMES FILED UP ON THE HIGH SCHOOL CAMPUS.



GENERAL VIEW OF THE SCENE OF RUIN LOOKING SOUTH FROM BROADWAY.—Frank Leffler.

Photographs by Hunt McCaleb. See article on page 373.

Telepost Solves a Problem.

By E. C. ROWE.

EACH time there is a serious interruption of telegraphic communication by a storm, like that which cut off Washington on the day of President Taft's inauguration, there is a revival of agitation for underground wires. Popular sentiment is strongly in favor of a disposition of wires that will protect them from the fury of gales, hurricanes, and blizzards; and placing them underground seems so obviously the best means to the desired security, that the telegraph companies have been roundly criticised for their apparent parsimony in dodging the expense of precautionary measures that would prove highly economical in the long run.

But, unfortunately for the public and the companies, the cost of putting wires underground is not by any means the chief concern. Mr. Willis H. Jones, an expert in telegraphy, whose writings are authorized text-books, points out in a very able article the fact that "there are many other factors in the case which represent obstacles equally as formidable as that of expense, the chief of which, in the opinion of many, is electrical, quoted evidence to the contrary notwithstanding." He sustains his contention by a very thorough but somewhat technical exposition of the difficulties presented by the electro-static capacity of the wire relative to distance. "Perhaps," he admits, "some underground multiplex circuits might be operated fairly satisfactory at a somewhat reduced rate of speed by dividing the conductor into sections of about one hundred miles' length each, and re-connecting the same by means of repeaters. But just fancy one of our long two or three thousand mile circuits, such as the New York-San Francisco duplex circuit, divided into twenty or more different sections, and an attendant at each point required to adjust and maintain the adjustment of the connecting repeater! The total time lost in balancing and readjusting at the various stations would certainly be greater during the course of a year than would result from storms and accidents to an overhead wire." The working speed of an underground wire is at best considerably less than that of an aerial circuit, a fact that in itself is a serious obstacle in the way of companies whose aerial service is very much below the modern requirements of speed—which means volume of business done.

Mr. Jones admits that underground service would be an ideal achievement, but declares it to be a Utopian fancy impossible of realization under the conditions of operation to which the old companies are bound. But in considering those conditions he points out their correction in the latest developments of telegraphic science. He says,

"The one possible remedy for overriding the present electrical barriers to the practical operation of an all-underground system lies in the complete abandonment of the present method of transmitting and recording signals mechanically by means of magnets, and, in place thereof, utilizing the currents directly to register the characters in the form of chemical stains on specially prepared paper. This method is not only practical so far as transmission is concerned, but it is the speediest and most accurate method known. Furthermore, an underground system of this kind would require but half the usual battery power, permit of a great reduction in the number and size of the conductors, and be practically non-inductive owing to the absence of coils and magnets, which are not required in the chemical method. It would, therefore, not only solve the problem, but be an economical and ideal arrangement so far as furnishing a means of rapid and uninterrupted telegraphic communication alone is concerned."

Very probably Mr. Jones had in mind, when writing the above paragraph, the demonstrated values of the Telepost, the one and only electro-chemical system of automatic telegraphy which has been proved the ideal of telegraphic communication, equally effective in aerial or underground service. In a system by which "1,000 to 1,500 words can be easily disposed of in one minute, the time lost in the actual transmission is practically negligible." But Mr. Jones has the impression that the full benefit of this rapidity of operation cannot be realized because of "the necessity of preparatory work before a message or sheet of press matter can be placed on the wire, and then re-copying of the same at the delivery station." He cites the habit of reporters of rushing into a telegraph office ten minutes before a paper goes to press, with copy for that edition, the first few words of which must be transmitted and placed in the typesetter's hand before the entire dispatch is actually written, and he assumes that preparatory work would be out of the question in such a case, and adds,

"this example discloses the practically sole objection to the chemical system."

In practice, however, it does not prove to be an objection. It is true that messages by Telepost must first be perforated in the paper tape before being fed into the rapid transmitter, but the decisive and important fact must be borne in mind that a Morse operator putting a message directly onto the wire can do so only at the speed with which his fingers can manipulate the key which, according to the statement recently made by the president and general manager of the Western Union, does not average more than fifteen words a minute, and the operator exclusively occupies the wire. The special electrical perforating machine used by the Telepost makes the perforation of words as rapidly as an expert operator of a typewriter keyboard can manipulate the keys, so that sixty words a minute may easily be perforated. Add to this the fact that any number of perforators may be operated at once for different parts of the copy, each preparing sixty words a minute, and it will be readily seen that, allowing an initial loss of two minutes for perforation, the Telepost can have in the hands of the typesetters anywhere from two to forty times as much copy as could be sent by the Morse telegrapher in the same length of time. The reporter with but ten minutes in which to get a story into the last edition of his paper can at least, under the most favorable conditions, send his first batch off at the rate of twenty to thirty words in the first minute by means of the hand operator, who must monopolize the wire. At that rate, in ten minutes he would be able to have in the hands of the typesetters no more than 300 words. But with only five perforators to handle his copy, he could send by Telepost 300 words in the second minute, and in the ten minutes could have 2,730 words in the hands of the typesetters. The initial delay for the perforation of the tape is, therefore, entirely negligible, and cuts no figure whatever in the economic problem of getting matter into the printers' hands in time for the press. It would require at least forty wires and eighty expert telegraph operators to send in one minute the number of words the Telepost transmits over a single wire with only twenty operators to perforate tapes. It is obvious, therefore, that the perforation of the tape is in reality a great saver of labor-time units which is added to the economy of the Telepost's high speed of transmission. Besides, there is no necessity for copying a Telepost message at the delivery station; the tape itself can be handed directly to the typesetter, any one being able to learn to read the dot-and-dash alphabet with a few hours' practice. This clear, distinct, uniform "copy" could be "set" with as much celerity as ordinary matter, after very little practice, and the tape could pass at once from the machine to the printer's case when "rush" is the order.

The old style of magnetic telegraphy has steadily increasing difficulties with which to contend. In these days, owing to the encroachments of high voltage alternating current electric power systems that parallel the trunk lines, trolley lines, electric railroads, etc., etc., the working efficiency of the duplex and even some of the single circuit lines of the telegraph companies has been badly crippled. Every new electrical industry adds to the disturbance of apparatus operated by magnetic balance, and, as one electrical expert puts it, there is now in the atmosphere the equivalent of a monster dynamo which affects the balance of every telegraphic apparatus (magnetic) within its vicinity. The Telepost is practically immune from such disturbances. It operates unconcernedly under conditions that absolutely disqualify other systems. The Telepost is the only system of telegraphy that utilizes the "static" as a factor of its efficiency instead of being disturbed by it. The Telepost maintains its speed in all weathers, against stress and

storm and in disregard of outside electric disturbance.

The supremacy of the Telepost system does not rest on a theoretical claim; continuous operation through the severities of the past winter, over a line stretching from Boston to Portland, Me., demonstrated anew the previously fully established claims of the Telepost as "a means of furnishing rapid and uninterrupted telegraphic communication." The commercial value and importance of the system is proved; its social and popular benefits can only be measured by the extent of the service, for with conveniences so great and rates so cheap it is certain to make a radical change in the character of general communication when its lines traverse the entire country. There are four distinct features of the Telepost service, each of which must prove popular in its way: The Telecard, 10 words for 10 cents, transmitted by Telepost, but delivered through the mails; the Telepost, 50 words for 25 cents, handled in the same way as the Telecard; the Teletape, 100 words for 25 cents, a wired message that goes to the address without being translated at the receiving office, and the regular telegram, 25 words for 25 cents, difference in distance making no difference in cost. The Telepost Company is preparing to open several Western lines in a few weeks, and in the course of the year expects to have a profitable commercial service in operation. It will not take many years to extend the Telepost throughout the entire country.

The Telepost has already done enough to give practical significance to the description of it a few months ago on the floors of Congress as "the telegraph of the future," for it is certainly on the way to a command of the telegraphic field.

The fiscal agents of the company, the Sterling Debenture Corporation, located in the Brunswick Building, Madison Square, New York City, will give full particulars (ask for booklet "No. T-150") to any one desiring special information concerning Mr. Delany's system, which, it is asserted, represents the greatest advance made in the telegraphic art since the original discoveries of Morse.

♦ ♦

The Absurdity of Royalty.

THE Declaration of Independence looks very far away to us just now, and its truisms fail to stir our blood. It seems hard to believe that those men who penned the words, "All men are created equal," could have felt that they were propounding a startling theory. It is sometimes a fad among a certain class of people to sneer at the achievements of a republican form of government, and, with a cynicism that is as common as it is cheap, announce that, after all, a monarchical form of government is the better. But we have gotten further away from the cut-and-dried theories of European monarchy than we realize.

It is only now and then that we are suddenly struck by the enormity of the old order of things. Such a mental shock was experienced when we saw in the pages of an illustrated foreign journal the boy King of Portugal seated on his throne reading an address to the Cortez, while gray-headed dignitaries of the realm stood solemnly about him. It matters little that constitutional restrictions are hedging in more and more the powers of European monarchs, giving them in some cases even less right of initiative than has our own President. The fact remains that a mere boy, whose mediocre parents have probably handed down to him even less than an ordinary intelligence, shall, solely by the right of birth, receive the homage of millions and, to view it unromantically, a vast personal fortune from enforced taxes. It does not occur to the American, merely because he does not stop to consider it, that the average member of any European

royal family has probably not sufficient intelligence to be a satisfactory manager of even a small business. The king is the product of a long succession of intermarriages, and of intellects experienced most largely in idleness. Imagine any royal line transplanted entire to this country, if that were possible, and the chances are that, in view of the family record, the local police would have general instructions to keep an eye out for the members of the present generation; not necessarily because of any present misdeeds or evidences of incompetence, but because students of crime nowadays recognize the sinister influence of an evil heritage when strengthened by intermarriage.

The accident of a great intellect on a European throne is even less frequent than we believe, for those intellects which we have considered to be great when viewed from this distance are merely shining out in comparison to other crowned heads about them, and gain an added luster from their very unexpectedness.



EXTRAORDINARY FISHING SCENE IN AUSTRALIA.

PIER AT GLENELG, ADELAIDE, A GREAT SEASIDE RESORT, LINED WITH HUNDREDS OF ANGLERS PEYING THE ROD AND LINE.—Illustrated London News.

What Notable Men Are Talking About

A PREDICTION OF DISASTER.

By former United States Senator Foraker, of Ohio.

MY HOPE is that there are enough strong, able, resolute, old-fashioned



JOSEPH B. FORAKER,
Former United States Senator
from Ohio.
Clinedinst.

protection of the tariff Republicans in both the Senate and the House to prevent any such emasculation of the present tariff as will put it on a par with the Wilson-Gorman bill, under which we had a strangled prosperity that was no better than actual depression. We want a restoration of our tremendous prosperity. When I say tremendous prosperity, I refer to what we had before the panic. We have prosperity in a measure to-day, but not the prosperity we did have prior to two years ago. From the day the Dingley law was passed until the panic broke upon us in 1907, this country was blessed with the most unprecedented prosperity ever heard of in all the history of the world. Our foreign commerce in that period more than doubled in volume. The balance of trade in our favor grew to the enormous figure of five hundred millions per annum, every dollar of which had to be paid to us in gold. But to-day many wheels are stopped, many men are in idleness. Let us not have the wheels of progress turn backward. Let us not have the Republicanism of Grant, and Harrison, and Blaine, and McKinley, and John Sherman, and Marcus A. Hanna discredited; let us not have the great Republican party crippled and hampered and hamstrung by a lot of free-trade sentimentalists, who will, if allowed to have their way, bring us only to disaster.

GOVERNMENT SHOULD INSURE INDIVIDUAL LIBERTY.

By Dr. Charles Zueblin, University of Chicago.

THE OBJECT of government is to insure a free life for each citizen. The life of the citizen has no significance unless it is a free life. In order to secure a free life for the citizen, governments have been compelled to abandon some of their former functions. Government has ceased to regulate religion, at least in our country, confining itself to the relations of man to man, leaving to the church authorities the relations of man to the Divine Being. Regulations were once imposed with regard to marriage, with regard to the question of the clothes one should wear, or the hour at which one should go home at night. These interferences with human liberty have been abandoned, as the conception of the free life extended. To-day the development of government is in the

direction of the extension of functions, but this again is with a view to permitting a free life on the part of the citizen.

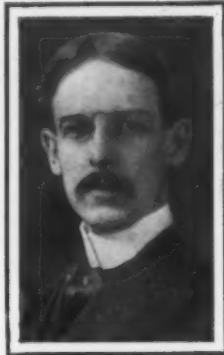
TOO MANY CRIMINAL LUNATICS SET FREE.

By Dr. Robert B. Lamb, medical superintendent of the Matteawan (N. Y.) State Hospital.

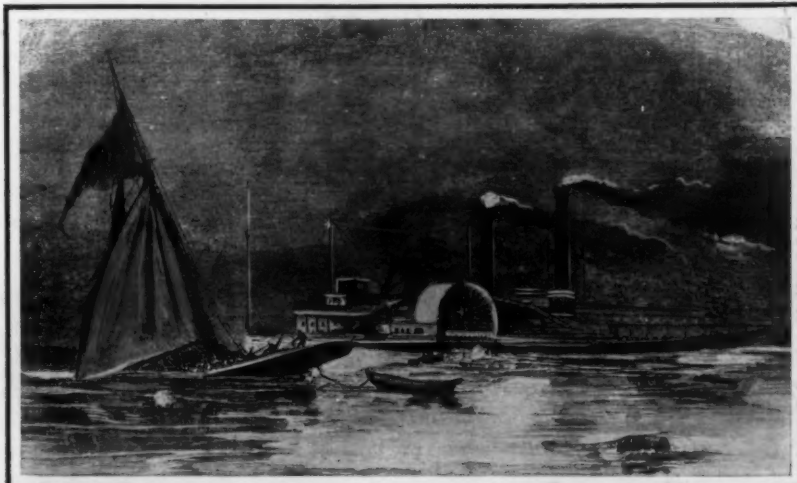
IN CONNECTION with the release of criminal lunatics, there is one factor

which receives little recognition in the courts. We, of the hospital, know that a large class exists which is quite able to successfully meet the simple conditions of a large institution, yet which is utterly unable to act independently amid the complexities of free society.

Not every case of lunacy should be determined by the symptoms shown during a few hours or days in court. During the past year *habeas corpus* proceedings for the release of lunatics at our hospital have been more numerous than ever before. It has been my privilege to collect and classify the subsequent history of some forty-three cases, covering a longer period than the year. All these were produced in obedience to writs. In two cases the writ was withdrawn after counsel had interviewed client. Of the remaining forty-one cases hearing was had, and of this number only seven were remanded to the custody of the hospital. It is interesting to know that an "incurable paranoiac," so adjudged by two specialists of New York City, on appeal to a jury, gained his release, and when last heard from was again in a fair way to secure a fresh commitment. In thirty-four cases the court ordered the relator discharged from the hospital. Of these thirty-four declared sane by the courts, fourteen found their way back to either prison or asylum. Eight, after their release, showed signs of mental disturbance and were troublesome to their families. Three, unable to earn their own livelihood, were cared for by their relatives. Six disappeared from view. Two committed suicide, and a single one, when last heard of, was partially self-sustaining. Of the forty-three cases, twenty-seven had committed criminal acts directly against persons and sixteen against property. Of the twenty-seven committing crime against person, twelve were charged with the crime of murder in the first degree, the diagnosis in a majority of instances indicating a chronic and irrecoverable insanity. It seems to me that such a record as this should gain some modification of the present law, whereby lunatics accused of serious crimes against person, and especially those committing murder, should be dealt with by a tribunal having fixed continuous responsibility.



DR. ROBERT B. LAMB,
Medical superintendent of the
State Hospital at Matteawan,
N. Y.—*Lorey.*



PERILS OF NAVIGATION ON THE HUDSON FIFTY YEARS AGO.
SLOOP "STEPHEN RAYMOND" RUN DOWN AND SUNK AT NIGHT NEAR HASTINGS, N. Y., BY THE STEAMER "KNICKERBOCKER"—THE WHOLE CREW OF THE "RAYMOND" WERE DROWNED.
Reproduced from Leslie's Weekly, April, 1859, and copyrighted.

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You Pay in 20 Years	-	-	-	\$852.60
You Receive over the Cost (besides)	-	-	-	\$147.40
Life Insurance of \$1,000)	-	-	-	

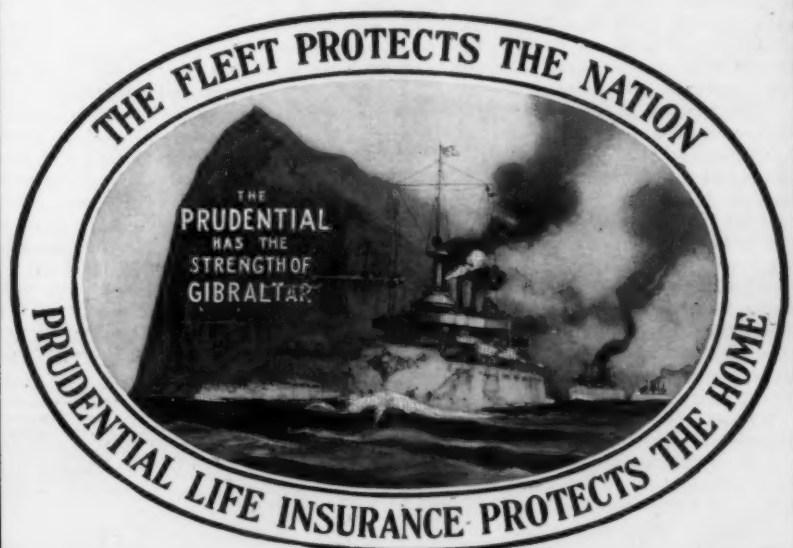
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ADDRESS DEPT. 67

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The above Picture (in colors, 9 x 14 inches) of Battleship Fleet homeward bound from Gibraltar and Fleet Booklet will be Sent Free if you Mention this Advertisement.

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Insurance Co. of America

Incorporated as a Stock Company by the State of New Jersey.

JOHN F. DRYDEN, President. Home Office, Newark, N. J.

Cradle Song.

DARKENING the West,
Low clouds are lying
Over the day-god's place of dying.
Slowly the phantom shadows creep,
Out from the blue hills' fastness deep:
Night winds, in wavering tones, are crying.
Hush thee, child of mine, sleep.

Dream of the elves,
In starshine playing,
Under the crimson poppies swaying:
Over the mushroom tops they leap.
Cricket fiddlers weird rhythm keep.
The mystical moon its enchantment laying.
Hush thee, child of mine, sleep.

CLARENCE RICHARD LINDNER.

Most Destructive Fire of the Year.

THE MOST destructive fire of the present year, thus far, occurred on April 3d, at Fort Worth, Tex., sweeping over an area a mile and a half long and half a mile wide, causing a property loss of more than \$3,000,000, the death and injury of a number of persons, making two thousand people homeless and throwing hundreds of workmen out of employment. The fire broke out in a barn, and is supposed to have been due to the smoking of cigarettes by two boys. Not less than two hundred and eighty-one residences, mostly in the fashionable section, were destroyed, while many others were damaged by flames or water. A stiff wind was blowing and the firemen were hampered by the failure of the water supply. Had it not been for the fact that years ago the Texas and Pacific Railroad had been granted a reservation through the city, six hundred feet wide, on which there were but few buildings, the flames would have spread much farther and have wrought vastly greater havoc. Among the important buildings destroyed or damaged were several churches, the big union depot, the Texas and Pacific roundhouse and repair shops, a sanitarium, a large manufacturing plant, and other leading business establishments. Aid was sent to the city from Dallas and other towns, and a change of wind contributed to the checking of the fire. Although mass meetings were held and relief committees formed, happily but little help was needed, the sufferers from the fire being mostly well-to-do people.

(See illustrations on page 375.)

WILLING TO OBLIGE.

He—"Now that we are so well acquainted, Miss Smith, may I call you Edith?"

She—"Certainly, if you wish; but my name is Ethel."—Cornell Widow.

"Coffee Doesn't Hurt Me."

TALES THAT ARE TOLD.

"I was one of the kind who wouldn't believe that coffee was hurting me," says a New York woman. "You just couldn't convince me its use was connected with the heart and stomach trouble I suffered from most of the time."

"My trouble finally got so bad I had to live on milk and toast almost entirely for three or four years. Still I loved the coffee and wouldn't believe it could do such damage."

"What I needed was to quit coffee and take nourishment in such form as my stomach could digest."

"I had read much about Postum, but never thought it would fit my case, until one day I decided to quit coffee and give it a trial and make sure about it. So I got a package and carefully followed the directions."

"Soon I began to get better and was able to eat carefully selected foods without the aid of pepsin or other digestants, and it was not long before I was really a new woman physically."

"Now I am healthy and sound, can eat anything and everything that comes along, and I know this wonderful change is all due to my having quit coffee and got the nourishment I needed through this delicious Postum."

"My wonder is why every one don't give up the old coffee and the troubles that go with it, and build themselves up as I have done with Postum."

Easy to prove by 10 days' trial of Postum in place of coffee. The reward is big.

"There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.



NEWTON C. ("TUB") MORRIS,
ALL-ROUND ATHLETE, COLORADO
COLLEGE.—Emeru.



E. H. TEN EYCK, "CREW"
COACH, UNIVERSITY
OF WISCONSIN.



ADOLPH P. LEHNER, CAPTAIN
GYMNASTIC TEAM, UNIVERSITY
OF WISCONSIN.—Ridgway.

A TRIO OF PROMINENT COLLEGE ATHLETES.

From the World of Sport.

(Continued from page 374.)

With appropriate ceremonies Commodore W. C. Towen laid the corner-stone of the new home of the Brooklyn Yacht Club, at Westlawn, Bensonhurst, recently. The new home of the organization will be an exceptionally handsome one. The plans call for a club-house and pavilion containing a large dining-room, sleeping-rooms, locker-rooms, a theater, billiard and pool rooms, a bowling alley, and other up-to-date conveniences for the members. The club will go into commission on May 29, and it is expected that the new club-house will be ready by then.

The good sports in the "Show-me" State are pulling for the Cardinals to finish fifth or sixth, and every other baseball enthusiast in the country would like to see Bresnahan, the new St. Louis commander, make good. But the practice work doesn't seem any too encouraging. If Roger can land his team in fifth place this year, he'll come nearer to making something out of nothing than any man of the present decade. Too bad he didn't get hold of the bunch when they had Raymond, Murray, Karger, and Fromme.

The German-American race committee of the Eastern Yacht Club has been informed that Chicago will send a representative boat to compete in the trial races of the Sonder class, to be held off Marblehead in August, to choose three boats to compete against three from Germany in a match to be sailed in the same waters the first week in September. The Chicago boat has been ordered by E. M. Mills, vice-commodore of the Chicago Yacht Club, who is well known in yachting circles on the Great Lakes.

It is said that one of the Cleveland pitchers has developed a brand-new delivery that he calls the "Salome curve," and which he claims will work wonders. What the Naps have needed for some time are a few stickers who can make good with some Jim Jeffries swats. If they don't materialize this year, all the "Salome curves" on earth won't keep Lajoie's bunch out of the hole.

Frank Gotch has stated that next winter will be his last season on the mat, and he added that the only reason he remained in the game for that length

of time was because he wanted a final clash with Hackenschmidt. He expects to fill the offer of the Melbourne promoters, for a \$13,000 end of the purse as his share, to meet "Hack" next November. Gotch has recently added to his farm in Iowa, and he expects to raise Poland-China hogs for market when he retires.

There is just a possible chance that ball players within the next two or three years will be asked to sign contracts that will keep them under control of a club for twelve months, instead of merely the playing season, as at present. Frank Chance, manager of the Chicago Cubs, has come out in an interview strongly advocating the plan. With such a system, the ball player would be under the control of the team at all times. This would also do away with playing ball in the winter months. By many it is claimed that if such a scheme is put through, the baseball club owners are going to be in hot water all the time. The ball player of to-day is not the diamond artist of ten years ago. The player of to-day is progressive and does not care to lie around idle for five or six months. He seeks to pick up pin money during the cold months. The stage has attracted several of the stars, such as Mike Donlin, Johnny Evers, Joe Tinker, and others, and they have been making good money during the winter. On the other hand, a man would be under contract during the practice season, and if he failed to report he could be docked part of his salary.

The lawmaker who introduced the bill in the Indiana Legislature legalizing Sunday ball was asked if he had a pass. He put his hand in his inside pocket and brought forth a piece of cardboard entitling him to admission to any park in the country. He certainly got rewarded for his efforts to further the game.

Pitchers Schlitzer, Plank, and Coombs, of the Athletics, have been developing a new slow ball invented by First Baseman Harry Davis. They are getting the hang of it and think it will prove a puzzler to opposing batsmen. In addition to being slow, the ball has a sharp break.

It is now understood that Johnny Kling will join the Chicago Cubs about May 1st.

(Continued on page 379.)



THE NEW TYPE WHITE STEAMER BEING USED BY PRESIDENT TAFT.

When Autoing



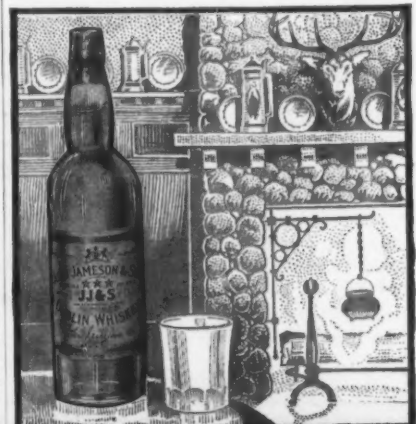
your pleasure depends largely on the refreshment along the road. Have what you want and when you want it. Carry your favorite hot or cold drink with you in an

Icy-Hot BOTTLE

and you'll find it at the right temperature for days. On hot summer trips the ICY-HOT keeps cold liquids—beer, lemonade, champagne, etc.—ice cold for 72 hours. On cold winter trips keeps warm drinks—coffee, punch, milk, etc.—steaming hot for 24 hours. As necessary as extra tires. Made of glass, in handsome plated case, leather-covered or plain, with screw-top drinking cup. Easily cleaned. Absolutely sanitary. Pints or quarts. Reasonable prices. Ask your dealer. If he can't supply you, we will, satisfaction guaranteed or money refunded.

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only direct water route, offers all this and more.

St. Johns River Service
between Jacksonville,
Palatka, DeLand,
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Stewart Hartshorn on label.
Get "Improved," no tacks required.
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INSOMNIA and Other Nervous Affections
cured without drugs. A simple
natural method newly discovered.
Particulars sent for 4c. in stamps.

J. MADISON BROWN COMPANY, COLUMBUS, O.

From the World of Sport.

(Continued from page 378.)

The following statement from Frank Chance, manager of the Chicago Cubs, is worthy of attention, and it confirms what was printed some weeks ago in these columns in a forecast of the baseball season of 1909. "Of course I am anxious that the Chicago nine shall win the championship for the fourth time in succession, and the world's championship for the third time in succession, because it would create a new record. I believe that New York, Philadelphia, and Pittsburgh are the teams that we have to beat. New York will be after us all the way. It's silly to beat about the bush in any effort to discount the strength of the Giants. They've got a good team, and they will be in the thick of the fight every minute from the beginning of the season."

Ora Morningstar of New York is the new 18.2 billiard champion. By defeating the old master, Slosson, known as the "student," recently in the final game of the tournament, at Madison Square Garden, by the score of 500 to 214, Morningstar wound up with a clean slate.

Besides getting the championship emblem, Morningstar will receive a cash prize of \$1,200 and 50 per cent. of the gate receipts and entry money.

This is the first time that Morningstar has ever shone brilliantly in a professional event of class.

Sutton stands second and Slosson and Cutler are tied for third honors. Cure is fifth and Calvin Demarest of Chicago and Cline wind up the list, with one win and five lost.

Little Lewis Tewanima of the Carlisle Indians won the ten-mile race at the games of Company B and Company K, of the Seventy-first Regiment, in New York recently by a thrilling spurt in the last lap of the journey, and in so doing hung up a new indoor record for the distance of 54:21 1-5. Tewanima held the old record of 54:27 4-5, made at the Pastime games. Joe Gilbert, of the Mohawk A. C., took the lead in the few laps before the final and it looked as if Tewanima would be conquered by the Bronxite. But in the last lap Tewanima went to the front and in a great sprint won with about twenty yards to spare.

The baseball schedule of Colorado College follows: March 20, Colorado Springs High School at Colorado Springs; 27, East Denver High School at Colorado Springs; April 1, Denver Western League Club at Colorado Springs; 3, Pueblo Western League Club at Pueblo; 5, West Denver High School at Denver; 6, Sacred Heart College at Denver; 7, Denver Western League Club at Denver; 8, Manual Training High School at Denver; 10, Denver University at Denver; 14, Pueblo Western League Club at Colorado Springs; 17, Colorado Agricultural College at Colorado Springs; 24, Colorado School of Mines at Colorado Springs; May 1, Boulder University at Boulder; 8, Denver University at Colorado Springs; 15, Colorado School of Mines at Golden; 18, Sacred Heart College at Colorado Springs; 22, Colorado Agricultural College at Fort Collins; 29, Boulder University at Colorado Springs.

Jim Delehanty, of the Washington Americans, who was placed on the ineligible list for his participation in the games against the Logan Squares, of Chicago, last fall, has been reinstated to good standing, but will have to pay a \$50 fine.

The Army fencers defeated the Yale team in their annual tourney on the mat by a score of 6 to 3. Sanders and Smith both defeated Mills, a new man on the Army team. All the bouts were hotly contested, and in the first round Mills tied with Ross, but received the decision after fencing an extra period. Sohlsberg was in fine form, and with his alertness and sureness of touch, he had little trouble winning all of his bouts.

The summary follows: Smith (Yale) defeated Cocroft (Army); Sohlsberg (Army) defeated Sanders (Yale); Mills (Army) defeated Ross (Yale). Second round—Sohlsberg defeated Smith; Sanders defeated Mills; Cocroft defeated Ross. Third round—Smith defeated Mills; Cocroft defeated Sanders; Sohlsberg defeated Ross.

It is expected that the large new stands that have been erected on the baseball fields of many of the major associations during the past two years will accommodate the crowds attending and that spectators on the playing field will be unknown in the future. This is to be most earnestly desired. Of course it is going beyond human nature to expect any management to close its gates while the dollars are coming in, no matter how great the crowd inside, but those who come early and pay for seats and to see a good game deserve some consideration. If every one but the players, umpires and police are kept off of the playing grounds this season it will cut-out the last remnant of rowdism at baseball parks. Some of the big games last year wound up in veritable riots.

The Intercollegiate Association of Amateur Athletes of America met recently, and in the space of less than three-quarters of an hour transacted its business by a series of unanimous votes and one diversity of opinion. Harvard, Yale, Princeton, Pennsylvania, Dartmouth, Columbia, Brown, Amherst, Michigan, Syracuse, Fordham, and Stevens Institute were represented at the meeting, and their delegates approved the applications of Massachusetts Institute of Technology, University of Virginia, and Bowdoin, and admitted them to membership in the association. They also settled upon Soldiers' Field, Harvard's athletic grounds at Cambridge, as the place for holding the annual track and field meet this spring, and declared it the sense of the meeting that Pennsylvania, which also invited the association, should be honored next year. S. H. Cook, graduate manager of athletics at Syracuse, informed the delegates that his university had completed a new stadium and athletic field and would like to be considered for future meets, and a

vote of thanks was resolved upon to show Syracuse that its offer was appreciated and would be favorably considered. The executive committee of the association presented a report, in which it recommended that the number of entries permitted from each school in cross-country contests should be increased from twelve to twenty, and the recommendation was adopted by the association. An election, in which each of the officers chosen was selected by a motion that the secretary cast one ballot, followed, and its result was that the following were selected as officers for the ensuing year: President, Harry E. Hill, of Columbia; vice-presidents, W. W. Porter, Jr., of Syracuse, and G. T. Burns, of Dartmouth; secretary, A. J. H. McGrath, of New York University; treasurer, H. K. Gilmore, of Princeton.

Following is the baseball schedule of Amherst College for the season of 1909: April 24, Vermont at Amherst; 28, Bates at Amherst; May 5, Virginia at Amherst; 9, Massachusetts Agricultural College at Amherst; 12, Harvard at Cambridge; 19, Yale at New Haven; 22, Dartmouth at Hanover; 26, Williams at Amherst; 29, Dartmouth at Amherst; 31, Williams at Williamstown; June 2, Princeton at Princeton; 3, Pennsylvania at Philadelphia; 5, West Point at West Point; 12, Brown at Amherst; 14, Brown at Providence; 19, Trinity at Amherst; 26, Wesleyan at Middletown; 28, Wesleyan at Amherst.

Pat Flaherty has been awarded to Kansas City. The University of Washington is planning to secure recognition in Varsity rowing circles throughout the country this season, and with that end in view the Varsity oarsmen are now training, in the hope of appearing in the East at Poughkeepsie. Washington has won the Pacific coast championship from Stanford and California the past two seasons, and if Coach Conibear's oarsmen win again this year, the trip to the East is assured.

The dangers of Marathon racing to the young and untrained would-be athletes are becoming more and more apparent every day, and a great fight against this new game should be started in earnest. Ever since Johnny Hayes, who won the Marathon in England last summer, rode proudly down Fifth Avenue, New York, escorted by thousands of marchers of every description, the craze for running abnormal distances has taken possession of three-quarters of the small boys of the land and thousands of stoop-shouldered, under-fed, closely-confined clerks. It is a good thing for the boy and the clerk to do such rational athletic work as will tend to promote a degree of good health, but the way boys and athletically ignorant grown-ups have gone in for long distance running is madness. The sight of little boys and spindly-shanked men running the parks of the metropolis on cold winter nights in running togs first caused athletic instructors and sporting writers to give warning of the dangers attendant upon such foolhardiness. Now doctors, medical journals and speakers are beginning to take up the fight. Edward Payson Weston, the greatest long-distance walker in the world, says "that Marathon races are wicked, injure the heart and should not be permitted." Here is a man who knows what he is talking about. At seventy-one years of age he is still in condition to walk across the United States, and simply because he was always rational in his athletic work.

American Medicine has this to say on the subject: "The dangerous Marathon race should be suppressed, and the medical profession must do its share in making known the reasons why such strains may cause permanent damage. One of the ancient contestants died at the moment of victory, and the modern races have been signalized by many serious cases of heart strain or acute dilatation not fatal, particularly in undeveloped boys. It has been stated that youths will hereafter be excluded, but it is a strain to which no human being should be subjected. Indian runners make longer journeys, but it is generally at low pressure, and it is a matter of training from infancy; but even in them we cannot safely say it has proven harmless. Many a white boy now training for Marathon races is causing permanent injury to heart and arteries, which is sure to wreck him twenty or thirty years hence, when he loses his ability to 'compensate.' Let all parents be warned to forbid any athletic exercises which cause undue and prolonged heart strain."

When the Hamburg-American line steamer Patricia sailed recently, she carried a string of trotters from the stable of C. K. G. Billings, which included Lou Dillon (1:58 3/4), W. J. Lewis (2:06 3/4), Tempus Fugit (2:07 3/4), Fleming Boy (2:07 3/4), Turley (2:07 3/4), Berta Mac (2:08), and Delight (trial, 2:09 3/4). Dr. Charles Tanner is in charge of the horses, and he will arrange to have them shipped to the different cities which Mr. Billings intends to visit. Mr. Billings will use his horses in relay, and will find two or three of them in each place when he arrives. He does not intend to race them, but is sending them abroad simply to use for his own pleasure and to drive in exhibition races, as he does in this country. He will ride all of them excepting Lou Dillon. As yet he has not put her under saddle.

Yale's baseball schedule for 1909 follows: April 17, Trinity; 21, Fordham; 25, Tufts; 24, Cornell at Ithaca; 28, West Point at West Point; May 1, Pennsylvania; 5, Brown; 7, University of Virginia; 8, Andover; 12, Williams; 13, Wesleyan; 15, Pennsylvania; 19, Amherst; 20, Syracuse; 22, Holy Cross at Worcester; 25, University of Vermont; 29, Columbia at New York; 31, Brown at Providence; June 2, Holy Cross; 5, Princeton; 8, Dartmouth; 12, Princeton at Princeton; 19, Cornell; 22, Princeton at New York (in case of tie); 24, Harvard at Cambridge; 29, Harvard; July 3, Harvard at New York (in case of tie).

E. A. GOEWY.

Campaign Against Billboards.

CHICAGO has entered upon an active campaign against billboards, deeming them a nuisance and an eyesore in residence districts. The dwellers in Chicago's and New York's more aristocratic neighborhoods are loud in their denunciation of the billboard as an invasion of such districts, and have drawn

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up formal protests against them. Billboards as we have them are not permitted in many foreign cities. In Berlin the neat advertising pillars, from which the city derives a large income, are under the strictest regulations. Throughout France advertising in public places is under municipal control, and no such defacement of the streets, such as is so prevalent here, is permitted. Advertising in Paris is subject to taxation. In South America the same principles

are observed. The absolute dearth of unsightly structures and hideous signs is a strong element in the present artistic appearance and attractiveness of the Latin-American cities. Laws should be instituted conferring ample powers of regulation upon cities over this outdoor advertising, providing for inspection and a license tax in cities, townships, etc., for a State license tax, and for the equitable assessment of billboards for taxation.



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Railroad Enterprise of a Great Capitalist.

(Continued from page 366.)

of engineering that had been performed in building the road were objects of keen interest and elicited much favorable comment. At Princeton, W. Va., and other places, the people gathered to do honor to President Rogers and to show their appreciation of what he had done in behalf of their section.

The officers of the Virginian Railway are: Henry H. Rogers, of New York, president; Raymond DuPuy, vice-president and general manager; H. P. Reigart, assistant general manager; James Clarke, secretary and treasurer, New York; Henning Fernstrom, chief engineer; S. H. Adsit, general freight and passenger agent; R. P. C. Sanderson, superintendent of motive power; George Reith, superintendent of first and second divisions; L. R. Taylor, superintendent of third and Deepwater divisions; C. H. Stengel, superintendent of coal terminals; F. C. Uhlman, auditor; B. E. Rice, agent industrial department; Ernest E. Gardner, car accountant.

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Jasper's Hints to Money-makers.

(Continued from page 362.)

on all sides to get in and make a profit, the temptation is great, and it becomes greater day by day as one is reminded by the tipsters of the profits that he could have made. These days of temptation and profit always culminate in days of retribution and loss. It is for this reason that I am constantly advising my readers not to be swept from their feet by the excitement of Wall Street. Buy only what can be safely handled under any stress of unexpected circumstances, and be content to let some one else take the greater risks, even if they bring to him for the time being the greater profit.

In a long experience with Wall Street affairs I have seldom known of a plunger who in the end has come out successfully, while I have quite as seldom known of any conservative, careful, cautious investor who has not made money. Plungers make quick turns, and lose as quickly as they make. The investor with his stocks paid for and put away, no matter what price he may have been tempted to pay, has only to wait patiently through the stress of panic until the return of prosperity to find his losses recouped and the profit on his side. This is the plan that has made the great men of Wall Street successful. It was the plan of my old friend, Russell Sage, who boasted to me that he had never sold a stock at a loss. In one instance he recited he had been carrying the Pacific stocks from almost nothing to the day when they began to move upward, and was rejoicing over the handsome profit that he had finally made by selling while a boom was on. It is well for my readers to follow the methods of the men who succeed. Let them leave the speculators and gamblers to the tender mercies of the tipsters. The good old adage reads, "Hitch your chariot to a star."

A correspondent asks if I don't think it would be in the interests of justice if the Standard Oil Company were fined, and if such a fine would not exercise a wholesome influence on public sentiment. I reply in the affirmative if the Standard Company were found guilty of breaking the law, and I reply in the negative if the fine is imposed simply because the company bears the name of the Standard Oil. No lawbreaker, however strong or powerful, should be defended or will be by me; but the mere fact that a corporation or railroad or an individual is rich and powerful should not subject it or him to injustice.

If the courts had sustained the imposition of the \$29,000,000 fine on the Standard Oil Company, there would have been justice behind it; but the courts found no proof that the law had been violated, for there was none, and the case fell to the ground. It is said that it cost the company—which means its thousands of shareholders—over a million dollars to defend, and restitution of not a single dollar of this expense can

(Continued on page 382.)

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No. 43

T. J. Shawman
Secretary.

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Jasper's Hints to Money-makers.

(Continued from page 381.)

or will be made. Against such injustice and hardship every fair-minded man should protest. That is the attitude I have taken, and I believe it is the attitude of thoughtful men and women generally.

I say this because, since the discovery of the weakness of the government's case against the company, the newspapers are beginning to regard the matter from a more impartial standpoint. A Washington dispatch to the New York Tribune makes bold to say that "the fact is, the popular acclaim which greeted the indictments of the Standard Oil Company served completely to obscure the weakness of the government's case." The Troy (N. Y.) Press editorially says that "much reason exists for believing that there was more of spectacularism than sincerity in the persistent prosecution of this giant corporation, which has carried American trade so victoriously into every quarter of the globe." The New York Sun, in its financial columns, says, "The injustice of the Standard fine was long since recognized, and the correction of the injustice was therefore generally approved." The financial editor of the New York Times says, "The real ground for gratification in the matter is that a principle of law has been promulgated and sustained by the Supreme Court of the United States, which will make prosecutions of railways and industrial corporations through means of an abused and strained construction of the law more difficult than it has been in the past. Wrongdoing by these corporations will still be punished just as before, but the unjust harassment of these corporations will be greatly checked." The Financial Chronicle of New York, a conservative and powerful journal, regarded as high authority in the field of finance, says:

We deem it important to reiterate what we have said before, that the government fizzle in this particular Standard Oil suit followed alone from the circumstance that the government had absolutely no case against the company. The suit failed on its merits, or rather lack of merits. The company was accused of having shipped oil at six cents per hundred pounds, when it should have paid eighteen cents. As a matter of fact, the actual prevailing rate was six cents, and the government was unable to establish that there had ever been an eighteen-cent rate! The fact which we are especially desirous of bringing out and placing on record where it shall stand for all time, is that the Oil Company has not gained acquittal because of any technicality. It has been acquitted because the right was with it, and because the government had absolutely no case against it.

Many other leading publications, in commenting on the final action of the court, have spoken in similar terms. The silence of the muck-rakers under the circumstances is most eloquent.

M., New York: None of the stocks on your list is traded in on any of our exchanges and I am unable to reply.

T., Mobile, Ala.: I do not recommend it, for it might be difficult to dispose of the stock in case of emergency.

F. R., Minneapolis: 1. I do not regard it as a safe investment. 2. It stands fairly well, but is meeting great competition.

P., New York: I do not advise excepting in regard to Wall Street securities, and the mining stock to which you refer is not dealt in on any of our exchanges. From what I can hear I do not regard it as an investment.

V., Ottoville, O.: I do not advise regarding mining stocks, but only in reference to Wall Street

securities. I am advised that the company to which you refer is highly speculative and do not advise the purchase of the stock.

A., Reader, Chicago: Colorado Southern common, first and second pref. have had a very heavy advance during the past year, the common more than doubling in price. On the advance insiders took their profit and I am not advising their purchase now.

C., Knoxville, Tenn.: I do not regard the Col. Fuel and Iron Co.'s gen. deb. 5s as a first-class investment. The risk in buying them is that the interest may not be earned, and, as it is a debenture bond, interest is only payable if earned.

B., Albany, N. Y.: Without being fully cognizant of the transaction I cannot answer with an assurance that I will be correct. If you will communicate with the New York firm which issued the receipts, it will be able to give you an official answer, or your broker should get the information for you without the slightest difficulty.

P., Leechburg, Pa.: I presume you refer to American Can pref. which now pays 5 per cent. per annum, and according to its last report is earning the dividend but not much more. With an improvement in business conditions it will do better, and as the pref. is entitled to 7 per cent. cumulative dividends the stock has a chance of selling higher.

G., Buffalo, N. Y.: 1. Rubber goods showed a large decrease in its sales last year, but the surplus was slightly increased. 2. You can get the "Weekly Financial Review," sent by J. S. Bache & Co. to their customers, if you will write to that firm for it at 42 Broadway, New York City, and state that you are a reader of my department. This review is carefully prepared.

R., Baltimore, Md.: I do not advise you to get into the market at present, but on recessions any of the cheaper, dividend-paying stocks will be attractive. If the tariff bill should be passed by the last of June and the crop outlook should then be favorable, a summer advance might be expected; but before that time a reaction is probable. If not, it will come later.

W. T., New York: 1. The last reports of the Third Avenue did not indicate that the fixed charges were being earned. In view of that fact an assessment on the stock might naturally be expected. 2. I do not see how it can escape a reorganization. 3. If I held the stock and was able to meet an assessment I would not sacrifice it at a loss, for, properly handled, it has great possibilities.

F. L., Jacksonville, Fla.: I am not informed regarding mining securities. It is almost impossible to keep track of the thousands of new mining propositions constantly being thrown before the public. From my experience, in ninety-nine cases out of a hundred they are undesirable. I advise you to write directly to the references given by the parties, and to inform yourself thoroughly before investing.

A., Cooperstown, N. Y.: 1. It has just been stated that the recent bond issue of the American Ice was used largely to pay off its floating debt and to give it abundant working capital. 2. No estimate of earnings for the current year has yet been given out, and what will be done with the earnings must be decided by the directors. 3. B. and O. is attractive, but not at present prices. On recessions it can be bought safely.

(Continued on page 383.)

What Leslie's Readers Can Get.

THE OFFER of a stylish, washable Easter suit, made to our readers by the Larkin Company in their announcement in this issue, suggests how a lady can clothe herself without cost, and is worth looking into. Other special offers to LESLIE's readers this week are as follows:

Seventeen delightful volumes comprising the best of short stories by Guy de Maupassant, the famous French writer who depicted love and passion with marvelous skill, free for examination, and if not satisfactory can be returned by any reader who fills out the coupon accompanying the advertisement.

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A two horse-power engine complete for \$23 for use in rowboats for hunting and fishing purposes. Free catalogue if you will write to the "New Belle Isle Motor Co., Dept. E, Detroit, Mich."

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Ten days' free trial of a 1909 Model Bicycle. Second hand from \$3 to \$8. New, from \$10 to \$27. Write for catalogue, "Mead Cycle Co., Dept. C-273, Chicago, Ill."

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TAKING A VOTE ON A CLAUSE OF THE PAYNE TARIFF BILL IN COMMITTEE OF THE WHOLE OF THE HOUSE OF REPRESENTATIVES, WITH N. E. OLMSTED, OF PENNSYLVANIA, IN THE CHAIR—
THE BILL WAS LATER PASSED BY THE HOUSE AND SENT TO THE SENATE.



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Phyllis trippeth through my fancy—
Phyllis was a seashore maid;
Daughter of a wealthy banker
In a Western town, she said.
Phyllis surely had me going,
But from dreams I soon awoke,
When I learned that "Ribbon Counter"
Was the language Phyllis spoke.

MANY BUILDINGS
GROUND OF



GIANT OAK B

Jasper's Hints

(Continued from page 381.)

S. Burkett, Tex. nation regarding their statements relative nature.

Mining, Buffalo, about mining stock exchanges. A book

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MANY BUILDINGS DESTROYED AT ABERDEEN, WHERE SIX LIVES WERE LOST—RUINS IN FOREGROUND OF THE ILLINOIS CENTRAL DEPOT IN WHICH FOUR PERSONS WERE KILLED.



GIANT OAK BLOWN DOWN ON THE RESIDENCE AT ABERDEEN OF F. S. MCKNIGHT, WHOSE FAMILY NARROWLY ESCAPED BEING CRUSHED TO DEATH.

A TERRIFIC STORM WORKS HAVOC IN MISSISSIPPI.

Photographs by G. M. McCormick.

Jasper's Hints to Money-makers.

(Continued from page 382.)

S. Burdett, Tex.: I am unable to get any information regarding the two oil companies. From their statements I infer that they are of a speculative nature.

Mining, Buffalo, N.Y.: I do not answer inquiries about mining stocks unless they are listed on the exchanges. A booklet on mining securities is published by George R. Woodin & Co., 15 State Street, Boston, Mass., and a copy will be sent you without charge if you will write them for it and mention that you are a reader of LESLIE'S WEEKLY.

Bonds, Cincinnati: The high-class investment bonds to which you refer will net you about 3 1/4 per cent. Good municipal, industrial, irrigation and water bonds will net you considerably more. Megargel & Co., bankers, 5 Nassau Street, New York, are offering water bonds on a basis to net nearly 5 per cent., and if you will write to that firm for its descriptive circular on water bonds and mention Jasper it will be sent you promptly.

K. Albany, N.Y.: At the recent annual meeting of the New York Transportation Co. the statement was officially made that on account of competition the earnings of the past year were reduced, but that the company had no floating debt. In the settlement of the local traction complication, the company may have some interest, for there is no doubt that its franchise for running omnibuses on Fifth Avenue and other prominent thoroughfares has value.

Neo, Denver, Col.: The terms used in Wall Street ought to be better understood by you and by every one else who wants to engage in stock speculation. They are described in the "Story of Wall Street," published by Ralph A. Belknap, member of the Consolidated Stock Exchange, 66 Wall Street, New York. You can receive a copy of this book free if you will send six cents for postage to Mr. Belknap and mention that you are a reader of LESLIE'S WEEKLY.

Foreigner, Berlin, Germany: 1. I agree with you that American investments pay a much higher rate of interest than the well-settled countries in Europe can offer. A great deal of foreign money is now going into mortgages, stocks and bonds, on this side of the water. 2. The 8 per cent. loans to which you refer are, I presume, those offered on improved Houston real estate by William C. McLelland, Commercial Bank Building, Houston, Tex. I only know that he gives a number of banks as his references. It would be easy to write to them and to make your own inquiries.

L. Louisville: Earnings of Rock Island might be shown on the books to be sufficient to pay 4 per cent. on the pref. this year, yet the condition of its finances might not justify such payment. I have known many instances in which dividends were paid by corporations and shown to be earned, but which subsequent events clearly showed should not have been paid. It is easy, for instance, for the steel trust, by neglecting to charge off the customary amount for depreciation, to swell the surplus account and show that dividends on the common were being earned. The mysteries of corporation book-keeping are too deep for me.

S. Brooklyn, N.Y.: 1. Int. Mer. Marine common is a good way from the hope of dividends. The steamship business was very bad last year, and the low price at which the Int. Mer. Marine bonds are selling is suggestive. I see nothing attractive in the common, but, as it is a Morgan proposition, he may be able to work out its future. 2. Wabash common may reward the patient holder, though it is liable to sell lower. Having paid for your stocks, you can afford to be patient. 3. I hear that the concern is doing an excellent business and that its greatest need is additional capital. If this be the case, it has speculative possibilities.

L. Elmira, N.Y.: 1. On recessions for a permanent investment take pref. stocks, like Atchison, B. and O., St. Paul, Northwest, Great Northern, U.P., and S. P. 2. For a speculation with a good return in the way of income, Central Leather pref., American Tel. and Tel., and Can. pref. 3. Among the low-priced dividend payers that can be bought on recessions, I think well of Ontario and Western, Kansas City Southern pref., and Chesapeake and Ohio. 4. With a return of prosperous conditions money will be made, in my judgment, by the purchasers of C. C. C. and St. L. pref., Erie 1st pref., Rock Island pref., Southern Railway pref., and American Ice.

Outlook, Spokane, Wash.: 1. Observant financiers believe that the market is too high to justify the hope of another bull movement. They also believe that with a return of prosperity next year the best dividend paying stocks, bought now on recessions, will show a good profit. 2. I could not give you such a list. It would be too long. Spencer Trask & Co., the well-known investment bankers, William and Pine streets, New York City, and members of the New York Stock Exchange, have prepared a list of 70 issues of railroad and industrial stocks which you might well look over. It will be sent you without charge if you will write to that firm and ask for its "Circular No. 53."

Six Per Cent., Portland, Me.: Six per cent. first mortgage bonds are not to be found in the railway list. Some industrials will yield 6 per cent. and more. The American Ice Securities bonds are among this class. One of the best speculative bonds, because offered with a bonus of stock which may prove to be valuable, is announced by Swartwout & Appenzeller, bankers and members of the New York Stock Exchange, 44 Pine Street, New York. If you will write to this firm for their "Circular No. 73," describing the first mortgage, 6 per cent. bonds on a coal property, it will be sent you. The firm will also send you its recently issued list of 300 standard bonds of the highest class.

H. Sauk Centre, Minn.: 1. Virginia-Carolina Chemical pref. is an excellent industrial, but it is not a first-class investment. 2. Standard Oil is one of the best of the industrial investment stocks. It has recently risen from about \$600 a share to about \$670. 3. I think well of Great Northern pref. and Northern Pacific pref. if bought on recessions. If the tariff agitation is satisfactorily settled and the crop outlook proves normal, these stocks should sell higher before the close of the year. 4. Do not be in a hurry to get into the market, but give your broker a standing order and you will probably get your stocks if you are patient. 5. The Havana Tobacco 6s around 60 look cheap, and so do American Ice 6s around 75.

L. Jacksonville, Fla.: 1. The rise in Beet Sugar common, Woolen common, Corn Products common, and American Ice was the natural result of an advance all along the line, for a general rise in the market always affects the non-dividend as well as the dividend payers. None of the four stocks, excepting American Ice, has ever paid dividends, and, of the four, American Ice is the most likely to be added to the dividend list in the future. Corn Products stands second. 2. If you simply want to try the game of speculation, you can use your couple of hundred dollars to buy ten or twenty shares of any of the cheaper stocks, either outright or on a liberal margin. John Muir & Co., members of the New York Stock Exchange, 71 Broadway, New York, buy and sell odd lots at the same prices as 100 share lots.

W. Augusta: 1. I see no prospect of dividends on American Woolen common. During the recent severe depression it has been difficult for the company to earn the 7 per cent. paid on the pref. 2. I believe American Ice offers a better chance for a profit than Steel common at this time. 3. If you are only a beginner you should be exceedingly careful in making your selections of stocks to buy. I advise you to leave mining stocks alone and trade in Wall Street securities, for which there is always a ready market at some price. The best way is to send your check to some broker for deposit and let him pay you interest until it is used. Then pick out some stock in which you desire to trade, and direct your broker to buy five or ten shares at a price which you may fix, or on any break in the market. If you will write to J. F. Pierson, Jr., & Co., members of the New York Stock Exchange, 66 Broadway, New York, and ask for their "Circular A-22," with reference to speculation in small lots, it will be sent you without charge.

B. Moline, Ill.: 1. If a company is earning a great deal more than it pays in dividends and does not wish to make its dividends appear to be too heavy so as to invite criticism, it can increase its capital stock and still continue to pay dividends on the increase. If it does this, it is easy to see that the stock will not decline, for the price is usually based on dividends earned and paid. 2. One can do little in the stock market with \$100, especially in buying dividend-paying stocks, and with so little one should not venture it in speculation unless able to stand the loss if the market should go wrong. 3. If you bought one share of U. P. at 173 and sold it at



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187 your profit would only be \$14 and not \$114 as you seem to infer. 4. Southern Pacific pref. can be called at 115, but it is not sure that it will be. If it should not be called it would sell a good deal higher. 5. The market generally seems to me to be getting on a higher plane than conditions justify, but on recessions the dividend payers can be bought. 6. Proctor & Gamble are manufacturers of soaps and earn and pay liberal dividends. 7. The Standard Oil Company, it is said, can continue its present rate of dividends if its stock were doubled, but whether it will do so or not I am unable to say. 8. I do not believe in borrowing money for the purpose of buying stock.

NEW YORK, April 15, 1909.

JASPER.

Recent Deaths of Noted Persons.

HELENA MODJESKA, Polish tragedienne, at Los Angeles, Cal., April 8th, aged 63.

Algernon Charles Swinburne, poet and essayist, at Putney, England, April 10th, aged 72.

F. Marion Crawford, American novelist, at Sorrento, Sicily, April 9th, aged 55.

Rev. Joseph H. Slinger, oldest member of the Dominican Order in the United States, at New York, April 11th, aged 70.

George Herbert McCord, landscape and marine artist, at New York, April 6th, aged 61.

Theodore DeLemos, prominent architect, at New York, April 11th, aged 59.

Ethan Allen Hitchcock, former Secretary of Interior of United States, at Washington, D. C., April 9th, aged 74.

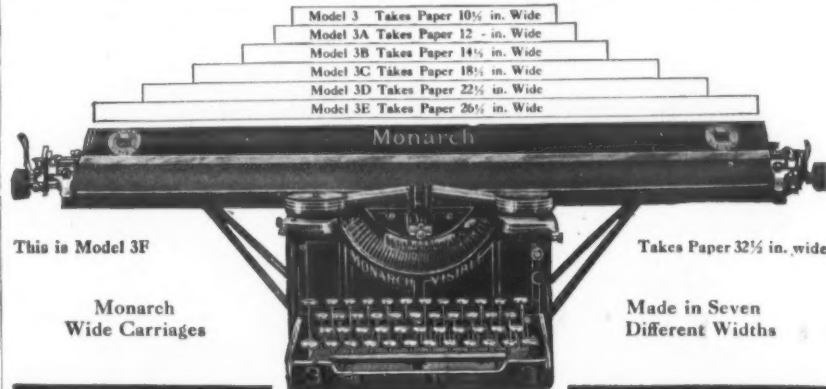
Dr. William Henry Edwards, naturalist, inventor of our tanning process, at Coalburgh, W. Va., April 3d, aged 87.

Vice-Admiral Pascual Cervera, commander of Spanish fleet in battle of Santiago, Cuba, in 1898, at Puerto Real, Spain, April 3d, aged 70.

Lord Gwydyr, oldest member of the British peerage, at London, April 3d, aged 99.

Mrs. Fannie Van Zandt, "Mother of the Texas Republic," widow of Isaac Van Zandt, who negotiated the treaty admitting Texas to the Union, at Fort Worth, April 8th, aged 94.

George Rice Carpenter, professor of English and rhetoric in Columbia University, and an author, at New York, April 8th, aged 46.



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